CYCLE NEWS®

WEST Volume XIX : Number 45 : November 24, 1982 85¢

Twin States National Enduro:

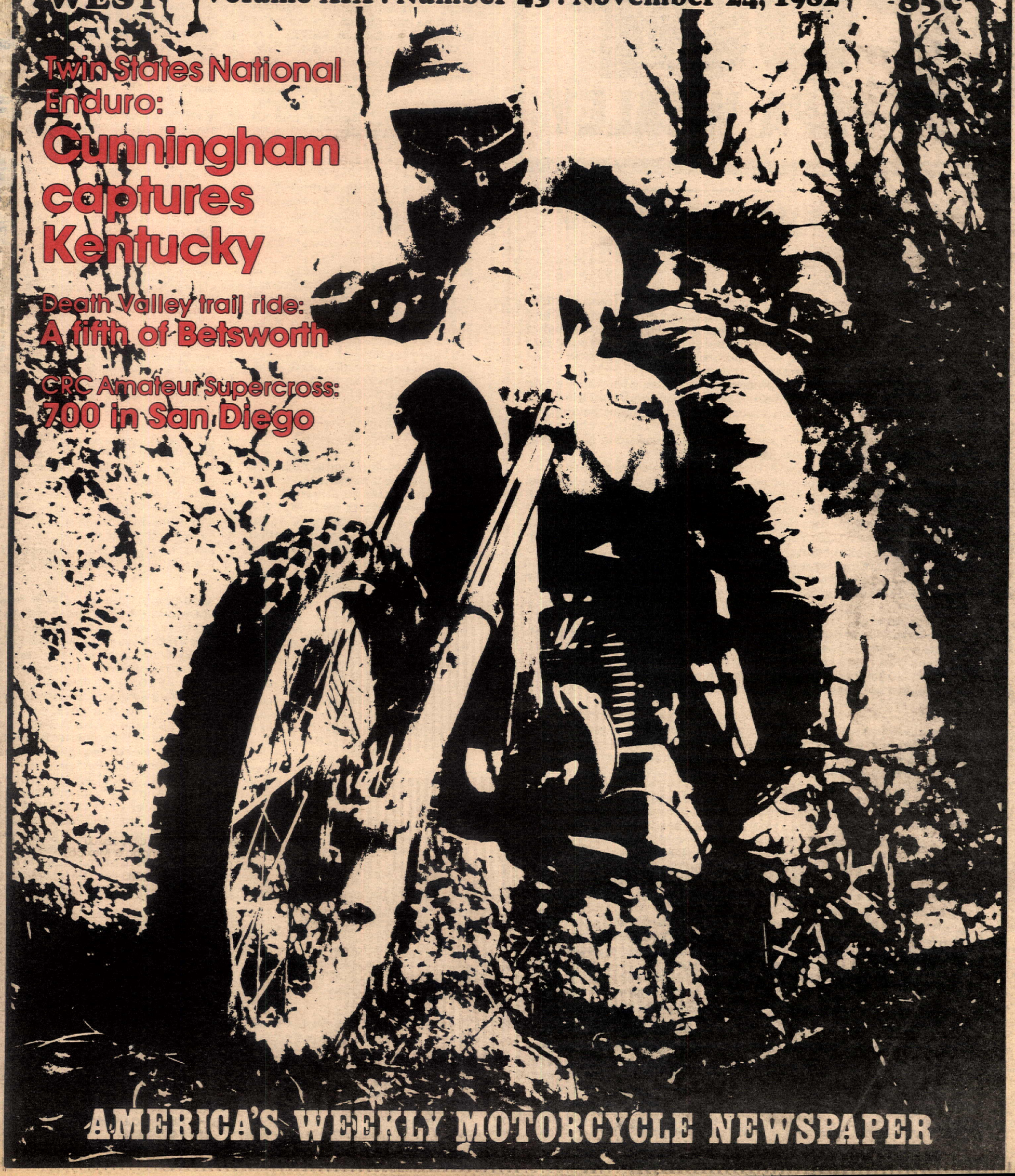
Cunningham captures Kentucky

Death Valley trail ride:

A fifth of Betsworth

CRC Amateur Supercross:

700 in San Diego



AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Promoters demand racing board

LONG BEACH, CA, NOV. 15

Following a Nov. 4 meeting to organize a promoters' trade association, and a Nov. 5 meeting with the AMA Board of Trustees, MX and Supercross promoters have demanded that the AMA establish a professional motocross board with the authority to make its own decisions. And, according to Stadium Motorsports head Mike Goodwin, the AMA has agreed to the proposal.

On Nov. 8, the promoters' steering committee (Goodwin, Gavin Trippe, Bill West, Dave Coombs and Ted Moorewood) sent a letter to the Board. The most pertinent parts of the letter appear below:

"AMA, by December 1st, at latest, with no delays (i.e., check *now* to verify that you can legally accommodate the board in Number 2, below, within your structure) must:

"1. Settle your litigation with the manufacturers or set it aside so it does not affect racing and in either case make that clear to the public.

"2. Adopt a racing board with equal representation of manufacturers, promoters and AMA with regular meetings to make final determination of *all* motocross matters. There are numerous items which impact 1983 this board needs to address right now. (AMA has separately seen many of our concerns.) Please set the board structure now so we can elect our representatives and have our first meeting on December 1st to approve the schedule and other items since the first event is just 60 days away. Although you indicated the manufacturers would not support this board, we understand more than one of them has proposed the same thing to you.

"3. Adopt a schedule (with as close to the total number of events currently scheduled as possible so promoters do not get left out) and outdoor format the manufacturers can support. We suggest 125, 250 and 500cc classes in one day with *no* claiming rule, shorter motos and two classes combined for GNC points, one of which is Supercross.

"4. We must see, prior to finalization, the *exact* "give and take" of any agreements that the promoters are "required to perform" in (Wrangler) or are restricted by (i.e., Winston Class C).

"We received your agreement to the verbal statement of this Friday, November 5th, and request a notification in writing by November 15th, *if you do not* agree with the written rendition or will not perform on all items by December 1st. The promoters plan another meeting the week of December 1st to review progress here since with events so close we can tolerate no delays."

Goodwin, in a Nov. 15 phone interview said, "I talked with John Hasty (AMA Board of Trustees treasurer) this morning, and he said, 'We plan to set up a board to make final decisions.' In the meantime, until this is set up, the competition board (Hasty, Wayne Moulton, Ed Youngblood and Chuck Larsen) would, in the interim, take promoter problems under advisement."

Goodwin, who also said that the proposed board could be expanded to cover AMA Class C and road racing, talked about the Dec. 1 deadline covered in the promoters' letter. "My company asked them for a Nov. 15 deadline, if they would at least tell us by that time, if these things were being done. That would be satisfactory. John says he mailed me a letter last Wednesday. Although I haven't received it yet, another promoter did and he says it essentially agrees to all our points."

Late in the day, shortly before *Cycle News* went to press, Goodwin called after having received Hasty's letter. Goodwin said the letter agreed to the format change, drop of the claiming rule, and the treatment of the litigation as a separate issue. As far as the issue of the pro motocross board, Goodwin said the letter skirted the issue, saying, "Some type of committee or board is necessary in the help of future rulemaking...we are in favor of such an entity." Goodwin also said that the letter, "did not answer my questions."

Following Suzuki's drop of its road racing and drag racing (rumored) efforts, Wes Cooley has signed a one-year contract with Kawasaki. "I signed yesterday with Mr. Mathers," said Cooley in a Nov. 12 phone conversation, adding, "I don't know what Suzuki's plans are. I was kind of left standing in the middle, so I started shopping around and Mr. Mathers was kind enough to offer me a ride." Cooley, who will team with Wayne Rainey, said he also spoke to Honda.

"Yes, I did," was Eddie Lawson's response to a question on whether or not he had signed with Yamaha to ride in Europe in 1983. "I'm really looking forward to it." Lawson said that he would ride with Kenny Roberts on a two-man team, and that his only U.S. appearances would be Daytona, and "possibly Laguna Seca." Roberts told us that he hasn't signed anything for 1983, but did allow that a deal was, "more or less firmed up."

Also out after the Suzuki drop of racing is Yoshimura R&D, the company that carried on Suzuki's road racing effort since 1978. "We've known for a month that we weren't going racing, but we kept it quiet to allow Wes (Cooley) to make the best possible deal," related Yoshimura spokesman Marcel Fortnery. "We're going to take a year off, primarily for business and R&D. We'll be doing the Team Hammer project and working on a 750 Superbike for 1984." Fortney said that Yoshimura would make a few racing appearances, probably at Daytona and some California club races. Graeme Crosby is a possible pilot for Daytona, depending on whether or not he picks up a GP ride for 1983.

Over at Yamaha, racing boss Ken Clark said that no plans have been made in regards to dirt track and road racing efforts for 1983. But Clark did say, "I seriously doubt that we're going to anything, other than motocross, in 1983. We may have some contingency awards in other areas, but none of that is set yet."

Yamaha did release a statement on its 1983 motocross program, through the office of public relations and sales promotion director Ron Crawford. The statement is as follows: "There has been concern expressed as to Yamaha's plans for motocross racing in 1983. While Yamaha's entire plans for 1983 have not yet been finalized, Yamaha does plan to field a four-member professional motocross racing team consisting of Broc Glover, Mike Bell, Rick Johnson and Ron Lechien. At this time Yamaha is looking forward to participating in most of the 1983 stadium motocross events currently scheduled, beginning with the Jan. 29 race at Anaheim, CA. Yamaha also plans to enter selected outdoor events during the 1983 season. Yamaha has not decided whether to enter a full outdoor series in 1983 and is currently reviewing all possible options. Yamaha will probably be racing in series' which meet the needs of Yamaha and are governed by rules which reflect the overall interests of the sport of motocross racing."

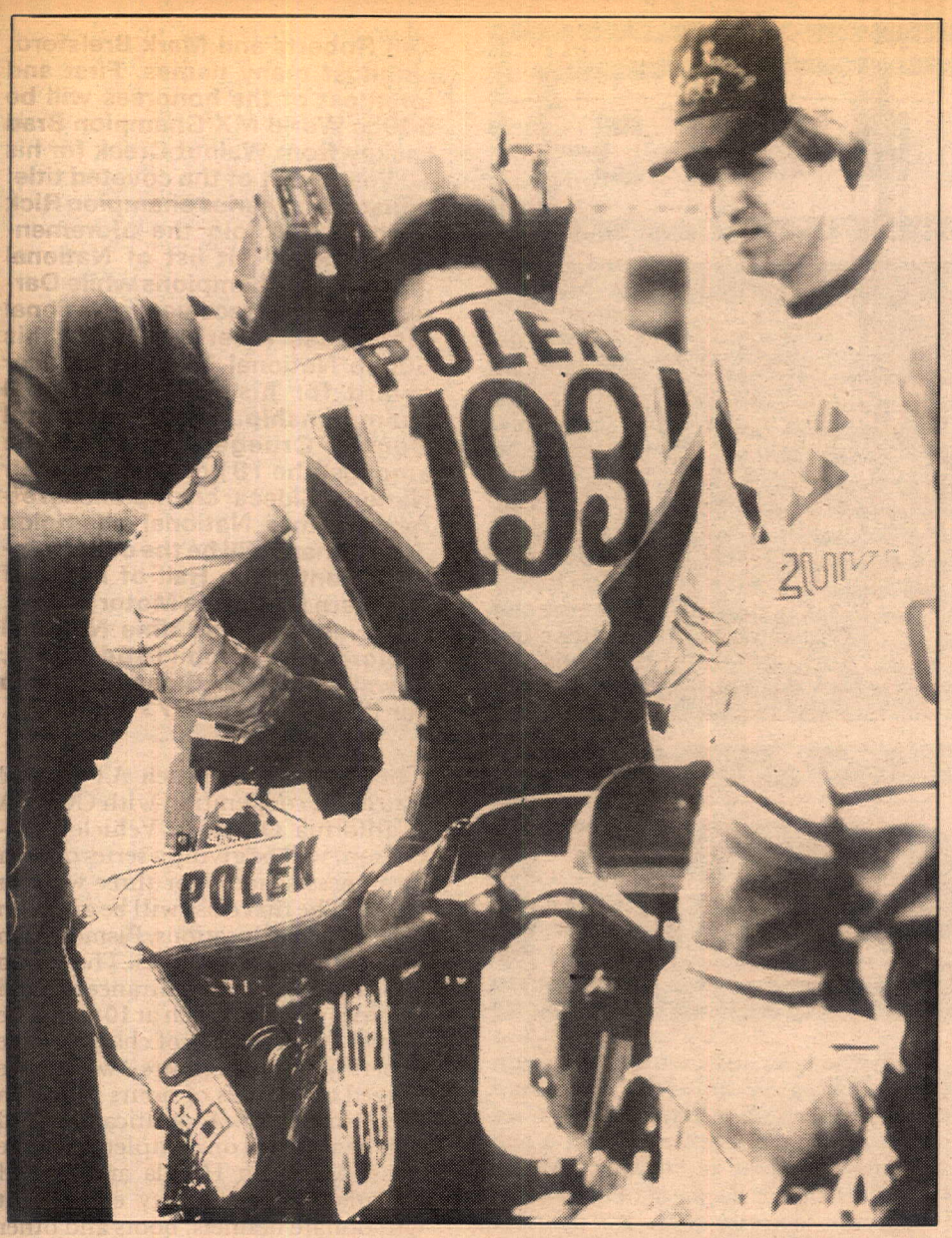
Northern California Motor Sport Press Association met and has selected recipients in four categories of motorcycling for the 1983 awards banquet to be held in San Francisco on Jan. 29, 1983. Representatives of all forms of the media meet and decide on awards in all categories of motor sports and former recipients include the likes of Mert Lawwill, Dick Mann, Ken Roberts and Mark Brelsford, amongst many names. First and foremost of the honorees will be 500cc World MX Champion Brad Lackey from Walnut Creek for his 10 year quest of the coveted title. Winston Pro series champion Rick Graham will join the aforementioned heavy hit list of National motorcycle champions while Darrell Shultz will receive the National Motocross racer award for his 500cc National Motocross racer award for his 500cc National championship. Pete Essaff and Dennis Crueger will also be amongst the 18 honorees for their National Sidecar championship effort. Former National champion Joe Leonard will be the only member to enter the Hall of Fame of Northern California Motor Sports. Joe was the three time National Motorcycle champ (1954-1957), as well as the USAC championship car title holder in 1971 and 1972.

The Pismo State Beach ATV Dune Patrol, in cooperation with CORVA (California Off-Road Vehicle Association) will be giving a series of rider awareness schools for three-wheeler riders. The first class will be given on Nov. 29 at two locations, Pismo Beach and Dumont Sand Dunes. The Pismo class will meet at the entrance of Sand Highway on the beach at 10 a.m. The classes are given free of charge by the expert patrol members, who have logged thousands of hours riding in the Pismo sand. A certification card will be awarded on completion of the class. American Honda and several manufacturers of safety equipment will donate helmets, boots and other safety equipment that will be raffled off. Tickets will be available at the Dune Patrol Camp and the drawing will be held Sunday at 10 a.m. (winners need not be there). Also, rumor has it that there will be several Honda factory racers on hand to help out. The Dumont location will be at the CORVA Headquarters at the dunes. Look for the CORVA Banner! For more info call 805/962-1741.

Goodies for the two *Cycle News* Barstow to Vegas poker drawings continue to arrive every day. Leading off this week's list are the nice folks from Jardine, who sent us eight transparent fairings worth over $800 retail. Western Cycle Supply's Stan and Eric Ruben donated eight of their trick new Sand Band jerseys, worth $80. Ken Rogers at KV Products donated a Dyna III electronic ignition and a set of Dyna High Performance Ignition Coils, all of which goes for $200. And finally, Jim O'Neal and John Caper of O'Neal USA sent over two dozen O'Neal hats, six O'Neal T-shirts and 200 stickies, worth about $250. So far we have over $7000 in merchandise to hand out on that big Saturday after Thanksgiving, Nov. 27.

Here's an offer you can't refuse: God father's Pizza of San Diego County i having a drawing for the YZ250 tha Broc Glover used to win the Mille High Life Supercross Finals. Entr blanks are available at all San Dieg County Godfather's Pizza location and they must be turned in by Nov. 20

Note to anyone planning to spen Thanksgiving weekend out a Pismo Beach. The new restrictio of 500 campsites in the dunes wi be enforced, and the limit ha already been reached, so plan t stay in hotels. Also, vehicles tha aren't street legal must be trai ered in to the Sand Highway.



Doug Polen, winner of the Formula One class at a recent CRRC road race, wore a camera mounted to his helmet to film action for *PM* Magazine to be aired on Thanksgiving day on Channel 8 in Dallas, TX.

Mail entries for the *Cycle News* Barstow to Vegas Road Ride and Poker Run are closed, but feel free to sign up the day of the run, Saturday, Nov. 27th, from 8-11a.m. To find sign up, get off of I-15 at Harvard Rd, get on the frontage road and go to Alvord Rd., and turn under the freeway and head out to the sign up area.

Papa knows there is no real need to mention this, but for the past three years those involved with the B-to-V Road Ride have been impressed with the people we motorcyclists are. This year promises to be a bigger event than ever before, and we are involved with the Circus Circus Hotel for the first time. Let's keep our good reputation!

During the FIM Fall Congress in Yugoslavia, the Commission for Track Racing voted several actions as a result of the Kenny Carter/Bruce Penhall incident in the 14th heat. The action was not directed against what went on on the track, but at Carter's actions following his exclusion. Carter received a warning, as did the AMA and the organizers (because co-promoter Ivan Mauger, Carter's manager, allowed the outburst). In addition, the FIM suspended Mauger's license for one year, beginning Jan. 1, 1983.

Wheelie King Doug Domokos will be performing at the Anaheim Honda/Kawasaki open house, Saturday Nov. 20, according to sales manager Bob Massari. Additional attractions include a display of exotic ATCs, free Cokes, hot dogs and racing films. The location is 909 North Anaheim Blvd. in Anaheim, CA. Phone 714/778-6700 for showtimes.

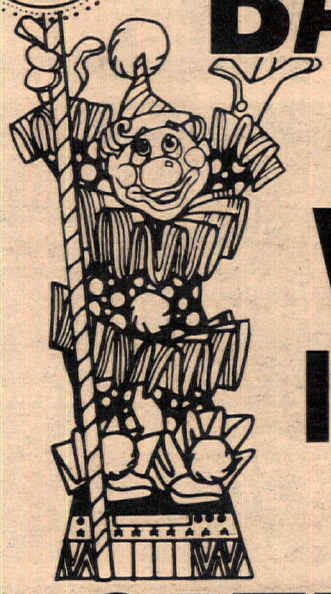
Rumors have reached this office predicting that 1982 would be the last year that SCORE International would promote off-road races in Baja California. SCORE president Sal Fish was not at all hesitant in denying the rumors, saying, "Right now we have three dates for '83 in Baja. The only thing we're not doing, and I never said we would, is run another 1000 to La Paz. We're probably going to run that every three years. We've got some really great plans for '83, including moving the 1000 to March. Those aren't definite yet. The reason we don't have a schedule out is because we're trying to work out a schedule where we don't step on everyone's toes, and we're just about to the point where the High Desert Racing Association and SCORE have dates far enough apart that a guy who wants to race both series', can."

Dave Aldana, who was injured at the Superbikers, says he will be home soon and out racing. He describes his injuries as "not serious."

A National short track will run on Apr. 30 at the Santa Clara County Fairgrounds in San Jose, CA. This will be the kickoff event for the famed San Jose Mile that will run the next day.

Rudy Galindo, co-promoter of the Nov. 27-28 Budweiser-sponsored Superbike race at Willow Springs, called up with a clarification on the rules. Galindo said that either AMA Superbike or AFM Superstreet rules can be followed, but the AFM Superstreet requirement for a charging system on the bike's ignition will be ignored for this race.

CIRCUS CIRCUS



BARSTOW TO VEGAS IS HERE!

SATURDAY, NOVEMBER 27th

CYCLE NEWS®

with cooperation from the SCMA chartered VICTOR McLAGLEN MOTOR CORPS and the SILVER CITY SCRAMBLERS
PRESENTS

THE 4th ANNUAL BARSTOW to VEGAS Motorcycle Road Ride and Poker Run Road Bike Finish At

CIRCUS® CIRCUS
HOTEL/CASINO

Off Road Drawing At Las Vegas Union 76

OPEN TO ALL MOTORCYCLISTS
FREE EVENT STICKERS
SUPER FINISHER PINS

REGISTRATION — Saturday, November 27, 1982. Opens 8:00 a.m. Closes 11:00 a.m. Drawings at finish 3 p.m. sharp.

Start and Registration — I-15 east to Harvard Road Exit (approx. 20 mi. east of Barstow), right turn. Turn left on the frontage road (on south side of Freeway) approximately four miles turn left on Alvord Road then across Freeway to CYCLE NEWS' motorhome.
First check — Baker, California (approx. 40 mi. from Alvord Rd.). Check in by taking Baker Exit Road to Kelbaker Road (1st stop sign). Turn right, go past I-15 on-ramp to CYCLE NEWS Check In (Road Bikes only).
Second Check — Jean, Nevada (approx. 65 mi. from Baker). Jean off-ramp to Pop's Oasis and CYCLE NEWS Check inside the Casino (Road Bikes Only).
Poker Drawings — Las Vegas, Nevada (approx. 20 mi. from Jean).
Off Road Drawing — Blue Diamond off-ramp left to Union 76 Truck Stop and CYCLE NEWS Poker Run Drawing under the Union 76 sign.
Road Bike Drawing — Las Vegas Strip off-ramp north on Strip (approx. 7 mi.) to Circus Circus Drive. Turn left (approx. ¼ mi.) to Circusland RV parking, Blue checkered pylons on right to Poker Drawing.

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For Circus Circus Hotel/Casino Room Reservation and Circusland RV Park information call Toll Free 1-800-634-3450.

Watch Cycle News for more Information or call the Cycle News office (213) 427-7433.

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Silver State YAMAHA

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(404) 934-7850.

Cycle News/West (USPS 141-340) is published weekly except the first and last week of the calendar year for $20 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA.
POSTMASTER: Send form 3579 to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.
Subscription rates: One year, second class mail, $20; two years, second class mail, $35; three years, second class mail, $53; 25 weeks, $11. Foreign rates available on request.
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ON THE FRONT PAGE: Terry Cunningham automatically gets through the woods. Photo by Brian Palormo.

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VOICES

Outpost supports PDOD

As you may know — the Outpost Cafe has long been a supporter of the desert, off-road and cross country cyclists. And again this year — in memory of the great Barstow-to-Vegas trips of old — we welcome all the bikers this Thanksgiving weekend, and to show our appreciation for all the support we have received from them — we will contribute all the money received from Phantom Duck riders to the PDOD Legal Fund.

Each cafe customer should write on the back of his or her guest check, "to PDOD Legal Fund." We'll tote them up and send Louis the support money — hope it's big too! This will go from 6 a.m. Friday the 26th through midnight, Nov. 28. Wear your club colors, too; we love 'em.

GEORGE & BONNIE NEWTON
Owners, Outpost Cafe Station
Out Post Junction, CA

Dear AMA...

As eight-year members of the AMA and total supporters of the organization, we would like to know who gives you, (AMA) the right to change the National motocross format? After speaking to many motocross riders it is quite obvious that very few, if any, of them would like the change. We cannot see how the change will help the sport.

Do you realize how hard it would be for a young motocross rider to reach his goal, a factory ride, when your change will cut down the number of factory rides available tremendously? Stop and think, why would Honda need nine factory riders to compete for one number one plate? You say you're "tired of being pushed around" by the major factories, Honda, Yamaha, Suzuki, etc. That is a cop-out. Stadium races and outdoor races will go on with or without the AMA. Without the factories and their motorcycles there would be no races. The Trans-Cal MX series is a perfect example; nothing but top notch racing. It is a known fact that without the factory stars you will not have any spectators at the races.

If your professional competition board is so qualified to make such a radical change then tell us why is everybody so upset with the decision? In closing we hope the AMA reads and complies with the letter in *Cycle News*, Nov. 3, 1982, from Mr. Goodwin, president of Stadium Motorsport Corp. It does not make sense to sue the factories with our membership fees. If the factories happen to lose, all they would have to do is raise the price of motorcycles they sell to us. Don't get us wrong — the sport needs leadership, but as far as we are concerned Continental Motosports Club could do the job just as well.

JOHN FOSTER
TIM FOSTER
Long Beach, CA

Corva on EDAW

I read with interest and amusement the letter by Dave Cox in your Nov. 10 issue. My first impression was that Mr. Cox was motivated to write by his belief in the election polls that said Tom Bradley would be the next Governor of California.

It impresses me that Mr. Cox has apparently been able to ignore the directions of ex-Governor Brown, and federal and state regulations, by discriminating against small business concerns on the basis of lack of experience! It amazes me that letting a contract to pursue a Statewide trails system had to be mandated by the legislature rather than being actively sought by Mr. Cox in his capacity as Chief, Office of Off-Highway Motor Vehicle Recreation.

The selection of EDAW, Inc. (which we have been told stands for "Environmentalists, Deadbeats And Whimps by a member of the firm), was based on the ORV Representatives' "...lack of professional planning experience." Mr. Cox suggests that the ORV Representatives would not have developed a plan acceptable to ORV users, environmentalists, legislators, and most importantly the Chief, Office of Off-Highway Motor Vehicle Recreation. A plan for ORV users, by ORV users, he says, would be "...a real waste of $225,000 of OHV Funds."

The fact is that Mr. Cox and his "professional planners" — whose experience in ORV Recreation Planning has been limited to advising how to minimize environmental damage and impact on other users rather than on how to improve recreation opportunities — have already wasted $75,000 of the grant on a "User Interests Survey" that has only confirmed what the ORV Representatives have been telling Mr. Cox for years: Forget your "professional plans." ORV users don't want planned community campgrounds, fancy facilities and campfire circles with Ranger Rick. Just give us trails, *lots* of trails and a reasonably flat place to set up camp, and leave us alone!

Perhaps Mr. Cox feels the ORV Representatives are dreaming when they think a Statewide trail system will ever be approved in California. Well, Mr. Cox, perhaps the first meaningful step forward may soon be forthcoming.

DONNA CARNAGEY
Public Relations Officer
California Off Road Vehicle Association

Road run clarification

Please add a correction to the District 37 Road Riding letter I sent, published in issue 43, Nov. 10.

I stated that the next District 37 point run will be the *Cycle News* Barstow to Vegas run; this is in error. United Enduro Association and Honda of Temple City have a Poker Run on Nov. 21, 1982, leaving from Temple City Honda at 9228 E. Las Lunas, Temple City. This is 150-mile run on scenic mountain highways.

EDWARD H. WALDHEIM
Secretary, Adventurers M.C.
Los Angeles, CA

Team Cowboy's thanks

After victories at Indianapolis Raceway Park and Elkhart Lake, runner-up in the 24-Hour ND Triple Crown Series (consisting of three 24-hour events), and numerous top placings in 11 endurance races — Team Cowboy finished this year as the 1982 WERA National Motorcycle Endurance Champions!

Team Cowboy covered a total of 8696.79 racetrack miles on a Honda CB900F and would like to thank Ontario Moto Tech for their excellent engine products, Dunlop Tire Company, and ND Spark Plugs.

I especially want to thank my good friend Bob Leasure — Cowboy's crew chief. If it weren't for Bobby's assistance and unselfish effort, I wouldn't be racing. My thanks to Park Honda, my tuner, Ron Poto, and all of the crew that helped make this year possible. The Cowboy tips his hat to all of you. Thanks again.

RAY DYSLE
Team Cowboy
Canton, OH

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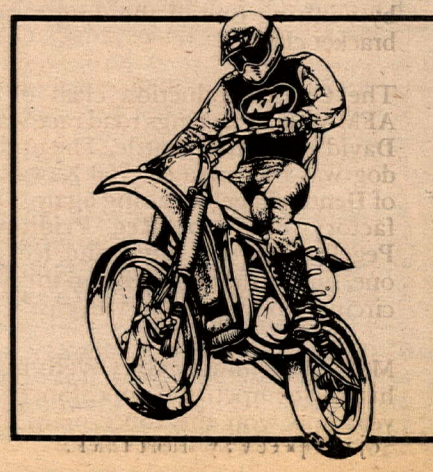


TEN YEARS AGO

The Dirt Diggers' classic Hopetown GP played at the ex-movie set in Ventura County. Desert, motocross and flat track stars were on hand, and the mix best shown in the 500cc Expert class, where Triumph-mounted **John Hateley** bested **Al Baker** (Kaw) and **Terry Bilton** (Mai). **Gene Cannady** (Hon) was the 250cc Expert winner, **Preston Petty** used a Maico to take top 350cc Expert, and **Bob Brooks** rode a Carabela to reign supreme in the 125cc Experts. Desert ace **Mitch Mayes** (H-D pulled off the 100cc Expert win, but it was MXer **Janene Pennington** (Bul) picking up the Powder Puff win.

The Trans-AMA MX Series held its sixth round at Phoenix, AZ, and the conclusion was roughly the same as what had previously transpired: **Ake Jonsson** (Mai) took the International class win, this time with a 1-3-1 tally. Husky's **Heikki Mikkola** was second with 2-1-2, followed by the 3-2-4 of **Roger DeCoster** (Suz). **Brad Lackey** (Kaw) was top American at seventh overall, with Yamaha's **Jimmy Weinert** turning in the next best performance at 12th. The final moto was also used as a tiebreaker in the 250cc Support class, where Husky-mounted **Gary Semics'** 3-1 bested the 1-3 of Kawasaki's **Peter Lamppu.**

Fourteen-year-old **Marland Whaley** won the Masters class at an SDTR observed trials in Ramona, CA. **Rich Delaney** finished second to make it a 1-2 sweep for Montesa, with **Mark Eggar** bringing his Ossa home in third.

A brother act was the featured act at a Las Vegas, NV, motocross. Younger brother **Daryl Mason** won the 125cc Expert class over **Bobby Davidson,** then watched brother **Mark** win the 250cc Expert class on a 175 Penton. **"Jumpin' Jack" Johnson** was the 500cc Expert victor on a 450 Husky.

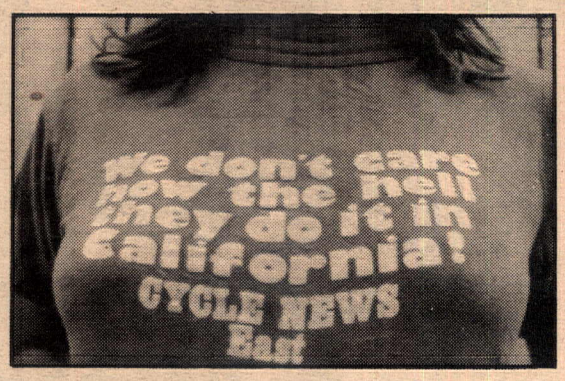
Daytona International Speedway announced that it would add a chicane to the back straightaway for the 1973 Daytona 200 to lower top speeds when the riders hit the eastern banking.

A Texas season wrap-up event included GP and Production class road racing, "dirt-asphalt" and drag racing. **Mike Cone** dominated the GP class racing on his 250 Yamaha. **Jon Minnono** was heading up the big bore Production class when his Triumph Trident let go; he later made ammends by winning one of the drag racing bracket classes.

The Open Production class of an AFM Willow Springs road race was a David vs. Goliath battle. The underdog was the privateer 750 Kawasaki of **Dennis Pegelow** going against the factory BMW of **Reg Pridmore.** Pegelow got the jump and led lap one, but Pridmore got by on the next circuit and went on to win easily.

Motorcycle jumper **Gary Wells** made his first competition appearance in a year and won the 250cc main at a Trojan Speedway short track. ●

EXPRESS YOURSELF THE RIGHT WAY



OK, I GET THE MESSAGE! Send me ( ) CN East, NEW! CYCLE NEWS WEST! ( ) CN West Red T-Shirts @ $6.95 each (CA res. add 6% sales tax, LA Co. res. add 6½%) in the sizes indicated ( ) Sm. ( ) Med. ( ) Lg. ( ) XL. Please state the number of shirts needed in the parenthesis by the proper size. PHONE ORDERS OK! (213) 427-7433

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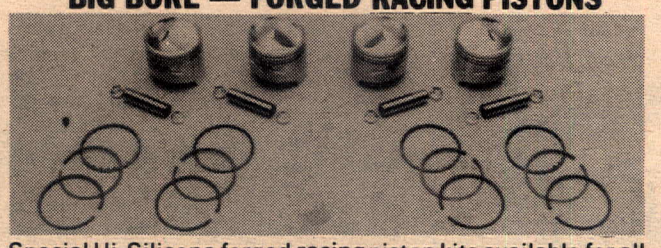

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1983 Honda XR500R wins Baja 1000.

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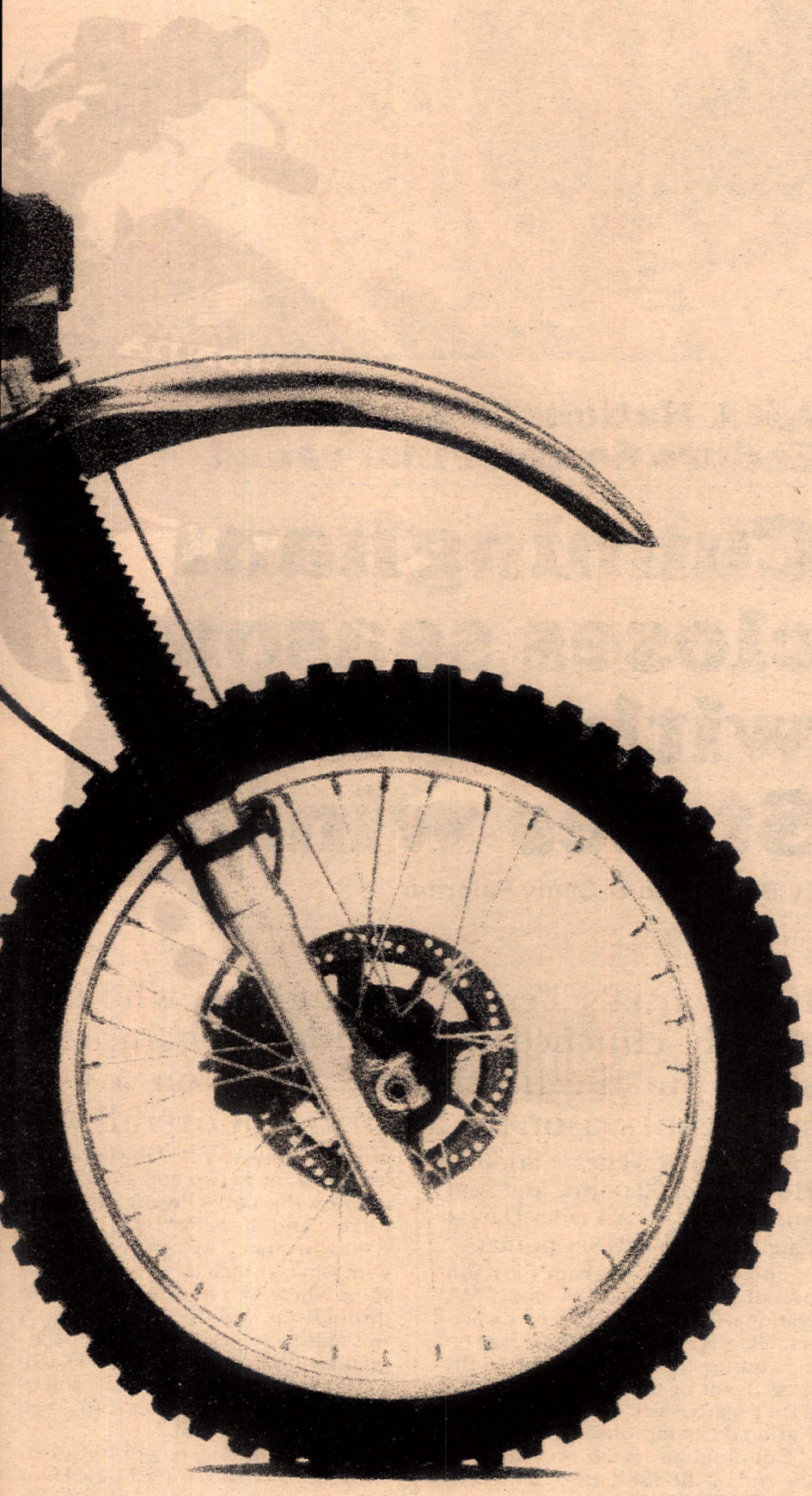
U GET WHEN BAJA 1000 WITH XR500R?



FIRST PLACE.

The starting line of the Baja 1000 was the first the competition had seen of the all new Honda XR500R.

It was also the last they saw of it.

The big pre-production thumper finished first place overall. Beating not only the other motorcycles, but jeeps, buggies, trucks and everything else in the race.

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You'll have to wait just a little bit for the 1983 XR500R to hit your Honda dealer's floor.

But you'll have to wait a lot longer for the competition to come up with anything... well, competitive.

HONDA
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.

(Clockwise from above) Overall winner Terry Cunningham had plenty to smile about at the trophy presentation — it was his seventh National win of the year. High point B honors went to Charlie Nash, who dropped 29 points. Don Dutson, the 125cc A class winner, crosses a creek 71 miles out on the course. John Buffaloe nabbed top Super Senior honors with a score 18 points ahead of the runner-up. Amidst a ton of brass, B winner Charlie Nash, Senior winner Emmett Cox and Jeff Fredette, the 200cc AA victor, pause to relax. Over 300 riders competed in the Twin States, which was hosted by the West Kentucky Trail Riders.

AMA National Championship Enduro Series: Final round

Cunningham closes season with Twin States win

By Brian, Ann & Cindy Palormo

CADIZ, KY, NOV. 7

Husqvarna's Terry Cunningham, who had already clinched the National Championship, put the finishing touches on a very successful season by capturing the overall win in the Twin States National. He dropped 30 points and beat out Open class AA rider Darryl Kuenzer by a full six points.

This was Cunningham's seventh overall win in the 12-event AMA National Championship Enduro Series. "It feels good to end the season on a winning note," T.C. said at the conclusion of the run. "But it still hasn't really sunk in that I won the National Championship."

Cunningham came on strong at the end of the 1981 season and continued his winning ways this year with only a few minor interruptions. "I proved to a lot of people that I really am a consistent rider. When I first started riding the National circuit, I went from extreme highs to the pits with my scores. However, I've learned a lot in two and a half years and now the harder the run, the better I like it and the better I do.

"Twin States was perfect for me with that stretch between the gas stops where we ran for over 30 miles through the woods," Terry said. "I was able to extend my lead over Darryl through that area. I had picked up a five point advantage by the end of that section. We stayed basically even from there to the end."

It was an uneven day for the other AA riders. Husky rider Mark Hyde rode hard all day but had trouble between the fourth and fifth checks where he lost 20 points. In all he dropped 43 and ended up in seventh place overall.

Fritz Kadlec tore up a backing

plate and only managed a 49 which put him in eighth place. Drew Smith ran out of gas a number of times in the tight woods section, resulting in a disappointing loss of 88 points for the day. "You could just say it wasn't our day," summarized Team Green's captain Jack Penton. He finished 14th overall, dropping 58 points.

A number of A riders surprised people and moved in ahead of several AA riders in the top 20 standings. Randy Kline, who won high point A honors, tied with Mike Melton for a loss of 39 points but was 16 seconds faster with his emergency check scores to finish third.

It was the same story between Jeff Russell and Jeff Fredette in the battle for fifth or sixth place as each dropped 40 points total. The Schuler brothers, John and Dan, rounded out the top ten with scores of 51 and 52 respectively.

Tony Mitchell, who grew up riding a motorcycle through these woods, is the current president of the sponsoring West Kentucky Trail Riders. He had a crew of five working with him to lay out the 101.2 miles of trails that were included in this run.

The club has access to almost limitless amounts of land on the eastern shores of Lake Barkley around the tiny town of Linton. Much of this land is only used for flood control purposes by the U.S. Army Corps of Engineers and is grown over with vines and brush. While trails were well arrowed, early riders had to be careful because the trail, much of which ran over rocky dry creek bottoms, was obscured in a thick mantle of leaves.

Seeking to give AA and A class riders an adequately challenging ride without losing too many B riders in the process, the club divided the course for about 15 miles immediately after the first gas stop. The A and AA riders and anyone else who wanted to be considered for overall honors, took a hard turn into the woods while the B riders were routed over a section of gravel roads. This gave most B riders a chance to get back on time and generally gave them better scores at the fifth check.

"Best run they ever had here," said Wayne Foster. "Their trails were beautiful—the only problem was the feeling you had that they would never end."

"That section for A and AA riders was a real bear," moaned Dan Higgins. "But more fun than I've had in a long time." The WKTR have always believed in the theory that an exhausted rider is a satisfied rider and over 300 individuals fit both categories Sunday evening.

This was their 13th annual enduro and the fourth time it had been part of the National circuit. When it is a National, the Twin States utilizes many of the facilities of Lake Barkley State Resort Park. This is the jewel of the Kentucky park system and the management bends over backwards to treat riders and their families to a memorable weekend.

The start/finish area was located in a large grassy field about a half mile from the park's airport. Alabama rider Darryl Moody decided this was too good to pass up and flew himself and his Suzuki PE175 up for the weekend.

The trail was laid out so that riders passed close to the park's golf course, giving them a chance to decide if they should try to play a quick nine after the run. When the weather turned warm for a third round of Indian summer, the combination made for an ideal run.

Before the day was over it was apparent that some of the most intense competition was among the top three Super Senior class riders. Richard Lenover was not too pleased to find himself on row 11, knowing that the luck of the draw had put John Buffaloe back on row 91.

At Black Coal, Sox Brookhart had made the statement that things would be different in the results at Twin States. When the results were totaled, Buffaloe was quick to let people know that the results were indeed different — he won by even more this time!

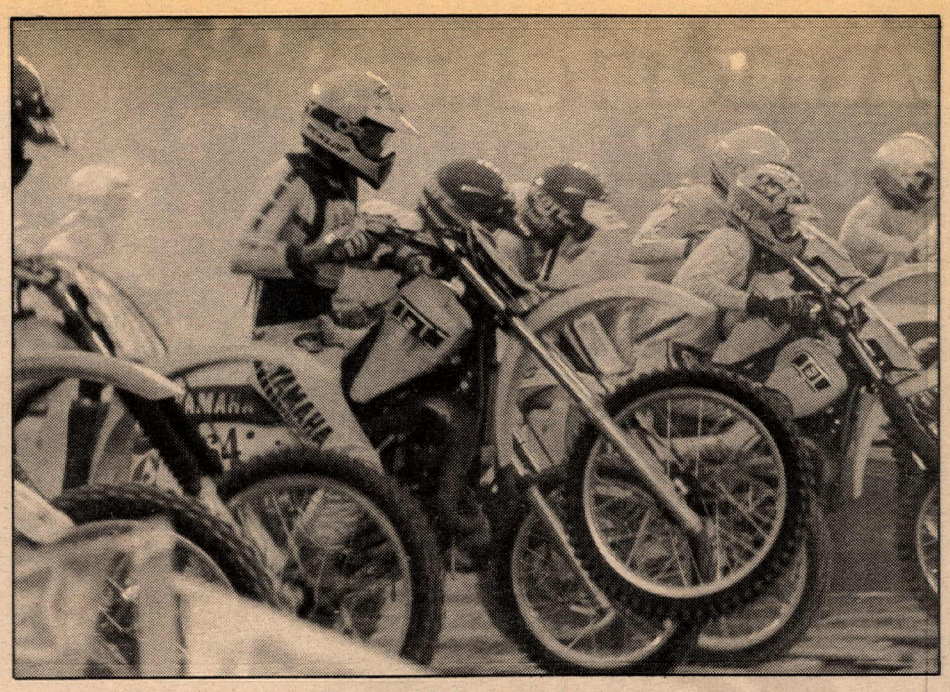
High point honors among B class riders went to Charlie Nash, who dropped 29 points. "I've been working for this for a long time," he said, knowing that this would advance him to A rider status.

Emmett Cox toyed with the idea of riding the A/AA section but decided not to and as a result, came away with the Senior class win—again. Charlie Burk was back on his four-stroke Honda for this event and took top honors in the thumper class—again. Gale Vandewater edged out Arlene Dawson for the Powder Puff win.

Probably the only sour note of the whole weekend was the injury sustained by Erika Raidel. She collided with a truck on a gravel road which resulted in a broken pelvis, damaged spleen and other injuries. After initial treatment at a local hospital, she was transported by helicopter to a hospital nearer her home in Westerville, Ohio. •

Results

OVERALL: Terry Cunningham (Hus) 30.
HIGH B: Charles Nash (29).
High A: Randy Kline (39).
200cc AA: Jeff Fredette (40).
OPEN AA: 1. Darryl Kuenzer (36); 2. Mike Melton (39).
125cc A: 1. Don Dutson (72); 2. Cam Roos (83); 3. Ray Brazier (98).
200cc A: 1. Kevin Brown (57); 2. Mark Watson (60); 3. Gary Barr (61); 4. Sammy Paulk (70).
250cc A: 1. Jeff Russell (40); 2. John Schuler (51); 3. Ken Smith Jr. (57); 4. Tim Newell (59); 5. Gary Copeland (64).
OPEN A: 1. Dan Schuler (52); 2. Charlie Surles (59); 3. James Levering (67); 4. Steve Booze (78); 5. Brad Myers (82).
SR A: 1. Emmett Cox (25); 2. Jim Wilson (32); 3. Ron Schieffel (47); 4. Richard France (50); 5. Bob Fay (50).
125cc B: 1. Randell Jones (37); 2. Chris Burk (37); 3. Wayne Foster (49); 4. Butch McMaster (56); 5. Marion Green (64).
200cc B: 1. Robert Wilson (35); 2. Dale Hulsey (38); 3. Doug Phelps (40); 4. Russ Winck (40); 5. Alan Yarbrough (43).
250cc B: 1. Bob Anslinger (30); 2. Jerry Griffin (31); 3. Mike Smith (31); 4. Dennis Hall (35); 5. Wade Link (36).
OPEN B: 1. Jimmy Surles (43); 2. Harold Newell (44); 3. Fletcher Lambert (45).
SUPER SR: 1. John Buffaloe (40); 2. Richard Lenover (58); 3. Boyd Cole (65); 4. Sox Brookhart (73); 5. Ted Schwartz (76).
FOUR-STROKE: 1. Charlie Burk (30); 2. Bill Buckingham (42); 3. Jimmy Younger (58); 4. Randy Abernathy (63); 5. Brent Clark (66).
POWDER PUFF: 1. Gale Vandewater (69); 2. Arlene Dawson (73).



(Left) Mike Shoemaker dominated the 250cc Pro class from start to finish. (Above) Action in a crowded start line.

CRC hordes hammer Murphy stadium

By Lee Taylor

SAN DIEGO, CA, NOV. 7

The 250cc Novices epitomized what 700 California Racing Club racers came to the Jack Murphy Stdium in San Diego for. A chance to meet, head on, the challenge of supercross and to test their skills on the same track their heroes rode the night before. Fast and furious into the night they rode with Tom Brown piloting his Suzuki into a victory ride. "The Runway" claimed rider after rider on the start. Brown guided his mount through the wreckage followed by Jeff Montgomery and Harry Wensel. These top three runners set the pace for a go-for-the-gold pack. Wensel found himself involved in the heaviest dice with Chris Pillow. Pillow finally slipped into third, leaving a pack of traffic. Montgomery found himself wheel to wheel with Pillow. When the finish line loomed into sight, Brown emerged the 250cc Novice Champ, Paul Wolfe snaked his way up into second and Pillow's persistence paid off with third overall.

Steve Kendall rode his Suzuki straight into the hearts of everyone watching to gather top honors for the 80cc Stock Beginners. Surely, a new Mini star is on the motocross horizon. Not only did Kendall have a field of 35 racers to qualify against, he also found himself racing the same track that had challenged the National stars the night before. Kendall, armed with a 1-2 ride in his qualifiers, found himself in third, fighting off a tight, gnarly pack in the final. Cycle World's Tim Galceran led the charge down the "Air Force Reserve Runway" and into a six foot superberm with Colin Karchov alongside. Suddenly Karchov went down over "Mad Jack's Mogels" and found himself set back to dead last. It was a treacherous section of track that punished bikes and riders relentlessly. Karchov, obviously hurting, guided his Yamaha back to the line, only to do an about face and return to the race. Galceran's Kawasaki hit a hay bail in the same spot that took out Karchov. Entangled in banners, Galceran tried to escape, only to be pulled down again after rounding the bend. It was then anyone's race. Approaching the white flag, Kendall was out in front headed for the winner's circle. When the checkered flag brought Kendall home, Robert Forest, of Rosamond Suzuki, claimed second and American Honda's pride and joy, Ronnie Densford, gathered third overall.

The 125cc Pro contest saw former Mini Champ Tracy Meeks guide his Team Green Kawasaki through a barn burner of a finale for the gold. Meeks had his work cut out for him. Honda-mounted Louie Franco was out in front, but Meeks pulled out all the stops and was knocking on Franco's back door. With Pasadena Suzuki's Robbie Brown in third, the action was intense!

Brown slipped a wheel under for the runner-up slot and set his sights on Meeks, who set up command. Meeks, with the fastest lap times of the day (only five seconds slower than Broc Glover, Saturday night's champion), was running away from everyone. While Meeks and Brown attacked every inch of the Jack Murphy Stadium track, an aerial dog fight was shaping up between Rosamond Suzuki's Roger Hensley and Scott Sargent. Getting airborne off the top of "Miller Mountain," Hensley and Sargent took each other on, in mid-air, and continued their duel upon touchdown. Outrageous action that frightened their staunchest supporters.

When the night's battle drew to an end, Meeks led his mount down victory row, Brown scooped up second place loot and Sargent took home third. Hensley claimed fourth place with Franco gathering fifth.

Tamm Racing, a new sponsor on the motocross circuit, took home the gold in both 250cc and Open Pro races. With the addition of Mike Shoemaker to their stable of champions, Tamm Racing was making its mark in the world of supercross. "The Shoe" dominated the 250cc Pro contest from start to finish. It was the stuff a sponsor's dreams are made of.

Throughout their first moto, Shoemaker and his Honda led the way, holding a determined Brian Manley to second and Tamm Racing teammate Jim Brodie to third. A wheel bashing, handlebar locking three-way duel between Manley, Brodie and Matt Tedder went down for second that carried the three men down to the wire. Manley and Brodie emerged second and third respectively.

When the machines came to life for their second encounter, "The Shoe" as before, galloped down the stretch and away for his pair of wins, leaving teammate Brodie to hold off the 20-rider field. By this point, the Tamm crew was cheering itself hoarse, watching Shoemaker and Brodie take home first and second overall with White holding third to the wire for the moto. Taking home third place loot was Manley.

As for the Open Pro action, the gold went home with Brian Fry, Honda-mounted for Tamm Racing. Fry had to fight for his win. First moto honors went to Honda support racer Matt Tedder with Philip Alderton, aboard a Husqvarna from Dayton, OH, cinching the second moto win. Throughout both motos Fry ran second. Good enough for the overall win. Tedder claimed second place loot and Alderton took third overall honors back home to Ohio.

The Open Intermediates staged a "dog eat dog" contest from start to finish with Greg Perolio — out of Van Nuys Suzuki — racking up a spectacular pair of wins. Honda-mounted Mark Stubbs fought throughout the day, settling for a 3-2 count good enough for second place. With Timothy Allemang, also riding for Husqvarna of Dayton, OH, hounding both Perolio and Stubbs, the action was intense. Allemang found himself taking third place home to Dayton.

The 80cc Modified Experts exploded onto the track. Team Green's Kyle Lewis sewed up top honors with a super smooth pair of second place rides, good enough for top honors. Lewis had to fight for the win. Not only did he have American Honda's Mouse McCoy to contend with, but Yamaha Motor's Bobby Moore, Eddie Hicks and Todd Hoover. The list ran like a *Who's Who* of factory Mini stars.

Throughout the first moto, Bobby Moore battled Lewis and "The Mouse," holding them both to second and third. When the Minis blew off the line for their final ride, Bader Manneh led the charge, holding Lewis once more to the runner-up slot and Moore to third. "The Mouse" roared, but, beset with problems, found himself back in sixth and unable to make up the ground he needed to cover for a crack at the win.

When the checkered flag waved them home, Lewis picked up the coveted gold, Moore cinched second and Manneh took home third. •

Results

PEE WEE: 1. Dennis Dahlin II (Yam); 2. Butch Smith (Yam); 3. Justin Rich (Yam); 4. Jesse Tewksbury (Yam); 5. David Ochoa (Yam).

60 STK NOV: 1. Sean Thornton (Yam); 2. Butch Smith (Yam); 3. Dennis Dahlin II (Yam); 4. Joel Tokarsky (Yam); 5. Jesse Tewksbury (Yam).

60 STK INT: 1. Shawn Bates (Yam); 2. Eric Litzenberg (Yam); 3. Eddie Gaumond (Yam).

60 STK EX: 1. Mike Pascarella (Kaw); 2. Shane Hunt (Yam); 3. Tommy Clowers (Yam).

60 MOD NOV: 1. Mike Reiley (Yam); 2. Butch Smith (Yam).

60 MOD INT: 1. Shawn Bates (Yam).

60 MOD EX: 1. Kyle Lewis (Kaw); 2. Mike Pascarella (Kaw); 3. Jason Collier (Hon).

80 STK BEG: 1. Steve Kendall (Suz); 2. Robert Forest (Suz); 3. Ronnie Densford (Hon); 4. Jimmy Lewis (Kaw); 5. Jim Easter (Yam).

80 MOD NOV: 1. Scott Murphy (Yam); 2. Chris Neal (Yam); 3. Tim Heath (Suz); 4. Robert Makimoto (Yam); 5. Tony Fleming (Yam).

80 MOD INT: 1. Shawn Kalos (Suz); 2. Chris Burgess (Suz); 3. Steve Gamble (Yam); 4. Jeff Matiasevich (Kaw); 5. Terry Szucsko (Yam).

80 STK EX: 1. Bobby Moore (Yam); 2. Mouse McCoy (Hon); 3. Bryan Bruner (Kaw); 4. Kyle Lewis (Kaw); 5. Eddie Hicks (Yam).

80 MOD BEG: 1. Robert Forest (Suz); 2. Jim Reiley (Yam); 3. Ronnie Densford (Hon); 4. Robert Cadwell (Suz); 5. Erick Hilton (Yam).

80 MOD NOV: 1. Chris Neal (Yam); 2. Tony Mercier (Suz); 3. Robert Makimoto (Yam); 4. Scott Murphy (Yam); 5. Tim Heath (Suz).

80 MOD INT: 1. Shawn Kalos (Suz); 2. Shane Trittler (Hon); 3. Shawn Hilton (Yam); 4. Charlie Sampson (Yam); 5. Michael Dickerson (Yam).

80 MOD EX: 1. Kyle Lewis (Kaw); 2. Bobby Moore (Yam); 3. Bader Manneh (Kaw); 4. Mouse McCoy (Hon); 5. Frankie Brundage (Kaw).

100 NOV: 1. Keith Morabito (Yam); 2. Brian Felix (Yam); 3. Curtis Dougherty (Yam).

100 EX: 1. Steve Van Duzen (Yam); 2. Mark Leckman (Yam).

125 BEG: 1. David Marmion (Suz); 2. Andy Long (Suz); 3. Alex Posca (Yam); 4. David Lechner (Kaw); 5. Juan Posca (Yam).

100 NOV: 1. Jim Matiasevich (Hon); 2. Kirk Litzenberg (Yam); 3. Kenny Clifton (Suz); 4. John Davis; 5. Tony Toste (Suz).

125 INT: 1. Russ Winkler (Yam); 2. Terry Fowler (Yam); 3. Scott Keys (Kaw); 4. Richie Dobbs (Yam); 5. Kevin Field (Kaw).

125 PRO: 1. Tracy Meeks (Kaw); 2. Robbie Brown (Suz); 3. Scott Sargent (Suz); 4. Roger Hensley (Suz); 5. Louie Franco (Hon).

250 BEG: 1. Ron Fagan (Yam); 2. Willy Musty (Suz); 3. Mike Price (Hon); 4. Corey Gash (Yam); 5. Gary Brusch (Suz).

250 NOV: 1. Tom Brown (Suz); 2. Paul Wolfe (Hon); 3. Chris Pillow (Suz); 4. Jeff Montgomery (Hon); 5. Harry Wensel (Yam).

250 INT: 1. Bill Scott (Yam); 2. Paul Fitzgibbon (Suz); 3. Dean Gurholt (Suz); 4. Joe Melton; 5. Rob Petrin (Suz).

250 PRO: 1. Mike Shoemaker (Hon); 2. Jim Brodie (Hon); 3. Brian Manley (Yam); 4. Mark Howell (Yam); 5. Tom Witt (Yam).

500 BEG: 1. Mike Wilson (Hon); 2. Danny Newholm (Suz); 3. Ed Tashjian (Suz); 4. Danny Donnelly (Yam); 5. Louie Tevis (Yam).

250 NOV: 1. Scot Wiseman (Yam); 2. Trey Campbell (Yam); 3. Karl Holmberg (Yam); 4. Todd Wiseman (Yam); 5. Steve Galland (Mai).

500 INT: 1. Greg Perolio (Suz); 2. Mark Stubbs (Hon); 3. Timothy Allemang (Hus); 4. Robin Busse (Yam); 5. Frank Thomason (Hus).

500 PRO: 1. Brian Fry (Hon); 2. Matt Tedder (Hon); 3. Philip Alderton (Hus); 4. Robot Rodgers (Yam); 5. Randy Norman (Yam).

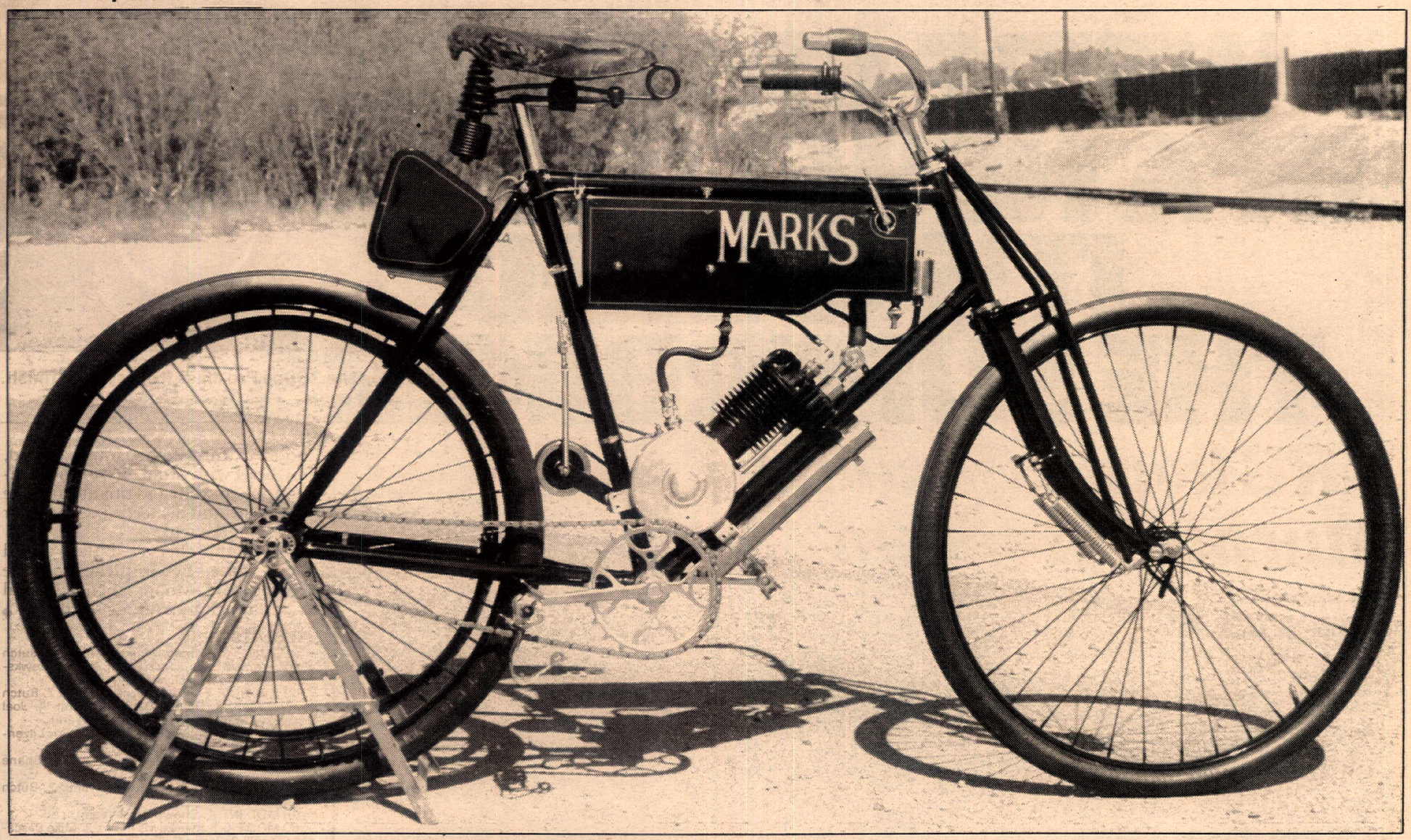
VET JR: 1. Robert Jimeniz (Suz); 2. Larry Severe (Suz); 3. Dennis David (Yam); 4. Bryan DeWald (Yam); 5. Richard Bealer (Yam).

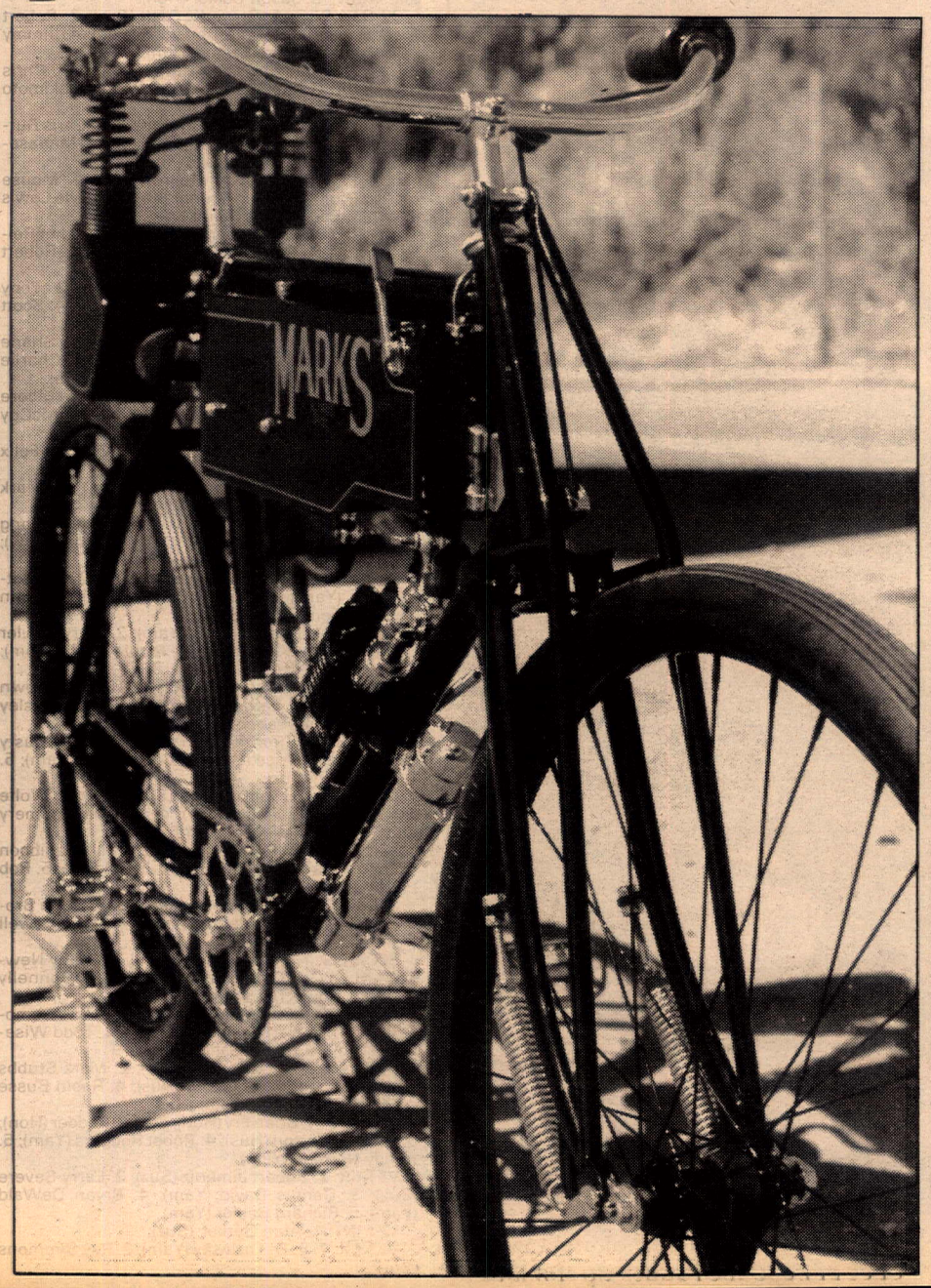
VET INT: 1. Alan Gerkey (Suz).

VET EX: 1. R. D. Tuzinsky (Yam); 2. Ray Simmons (Suz).

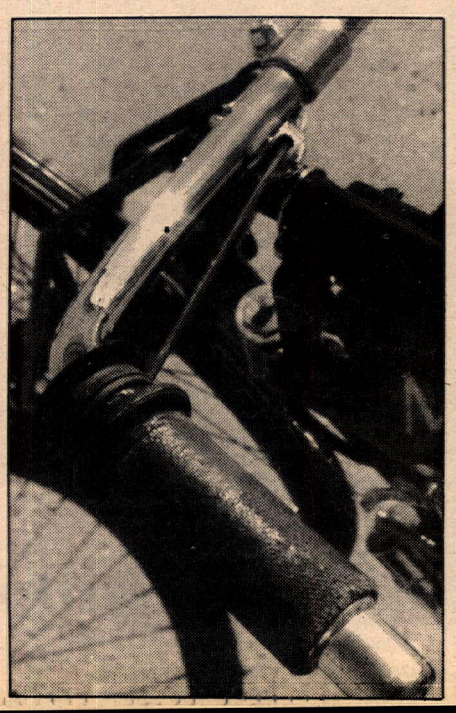
American antiquity on wheels

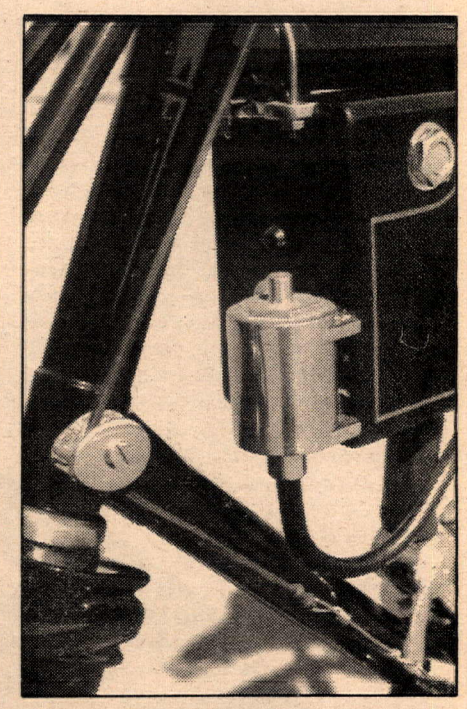
Photos by Buck Lovell

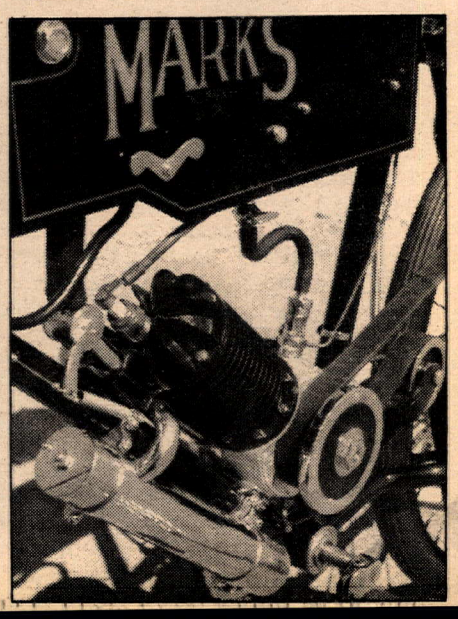




This 1896 Marks Motor Bycycle was the prototype of the California Motor Bycycle. The CMB was the earliest recorded self propelled vehicle to cross the United States. The bike features a sprung front fork, a 13 cubic inch engine with drip lubrication and an air wick instead of a carburetor. Mixture was controlled from the tank mounted lever while the butterfly valve was operated by a twist-grip/ leather thong throttle. Top speed was in the 30 mph region and wet weight was 98 pounds. This is the oldest existing motorcycle of American manufacture.

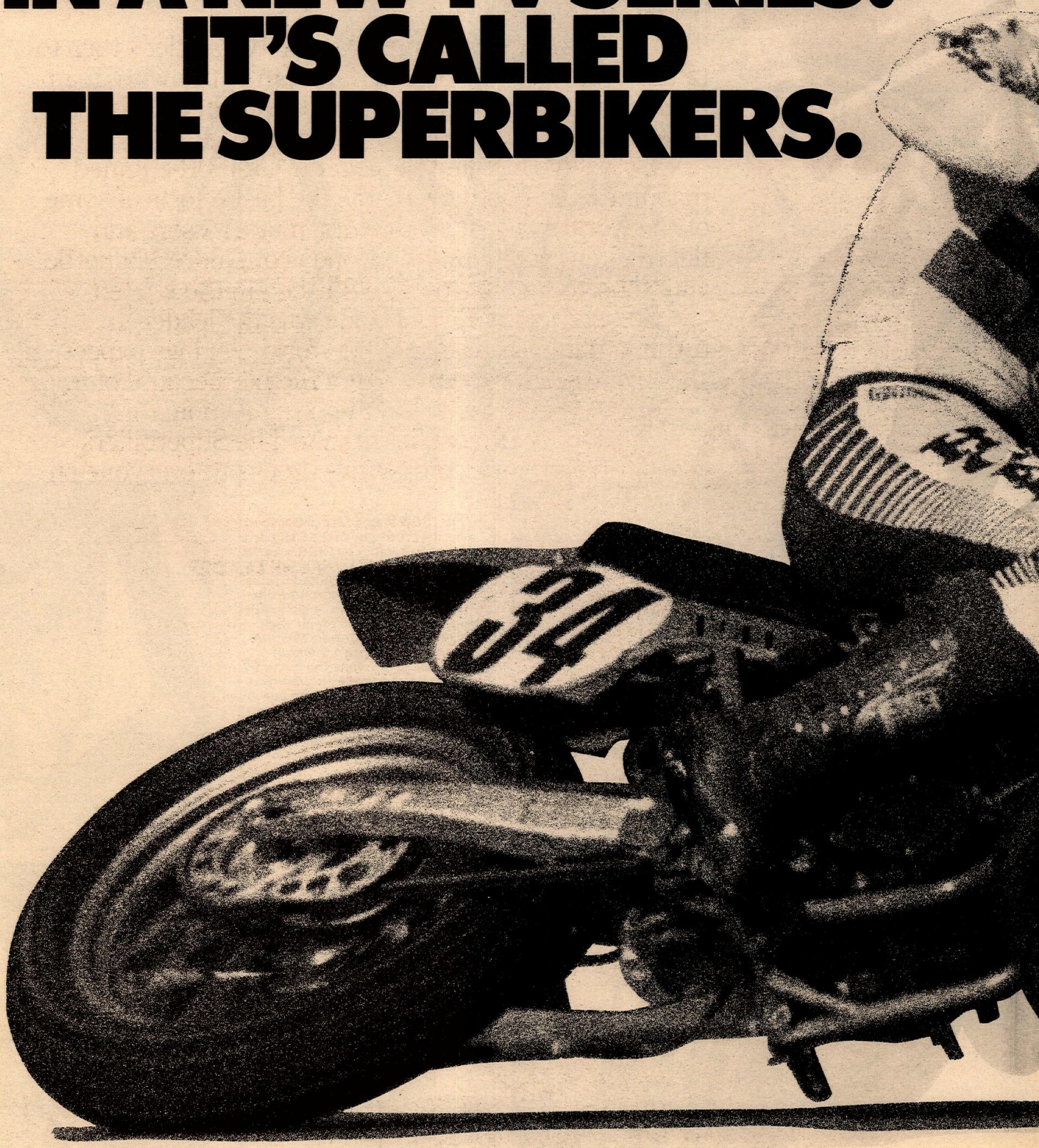




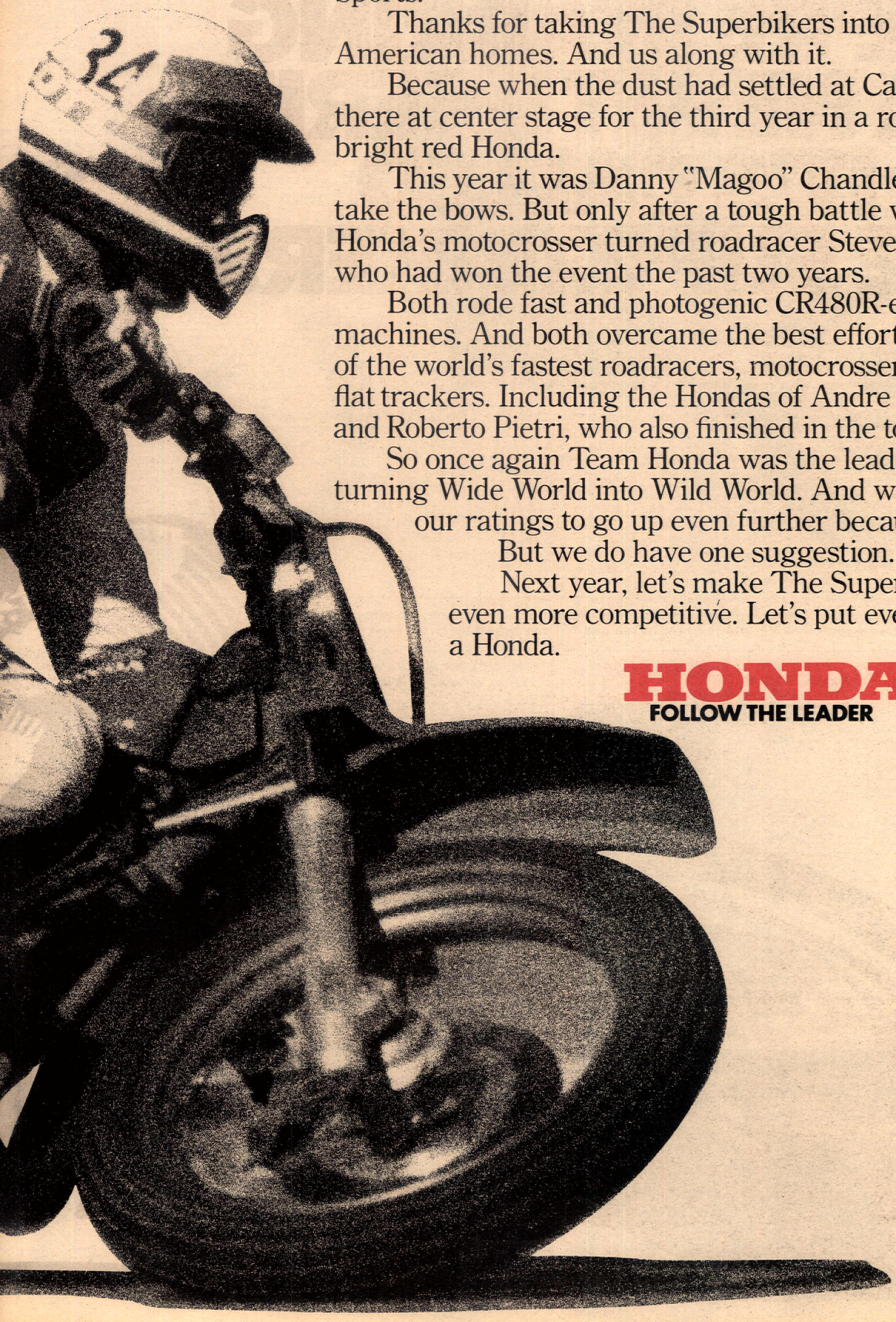


Chandler, Wise star in third Honda Superbikers show.

WE'RE STARRING IN A NEW TV SERIES. IT'S CALLED THE SUPERBIKERS.



 ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.



We'd like to say thanks to ABC's Wide World of Sports.

Thanks for taking The Superbikers into millions of American homes. And us along with it.

Because when the dust had settled at Carlsbad, there at center stage for the third year in a row was a bright red Honda.

This year it was Danny "Magoo" Chandler's turn to take the bows. But only after a tough battle with Team Honda's motocrosser turned roadracer Steve Wise, who had won the event the past two years.

Both rode fast and photogenic CR480R-engined machines. And both overcame the best efforts of some of the world's fastest roadracers, motocrossers and flat trackers. Including the Hondas of Andre Malherbe and Roberto Pietri, who also finished in the top ten.

So once again Team Honda was the leader in turning Wide World into Wild World. And we expect our ratings to go up even further because of it.

But we do have one suggestion.

Next year, let's make The Superbikers even more competitive. Let's put everyone on a Honda.

HONDA
FOLLOW THE LEADER

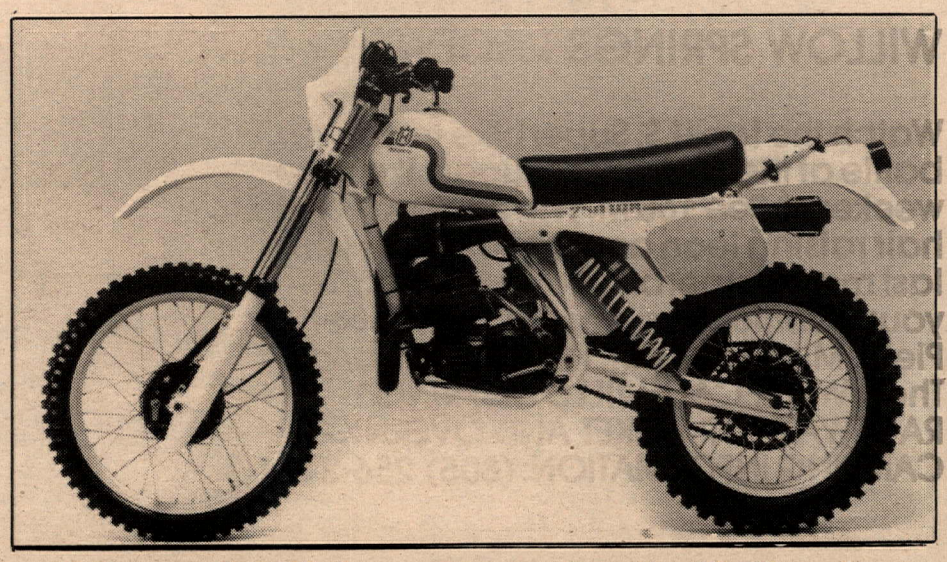
What you'll see in '83: The new Husqvarnas

The Husqvarna 500 XC's 488cc, eight pedal reed valve powerplant is housed in a new frame. Features include a larger (3.2 gallon) gas tank, improved six-speed gearbox, new airbox assembly, 11.8" front wheel travel, and 13" rear wheel travel via Husky's ITC rear suspension system.

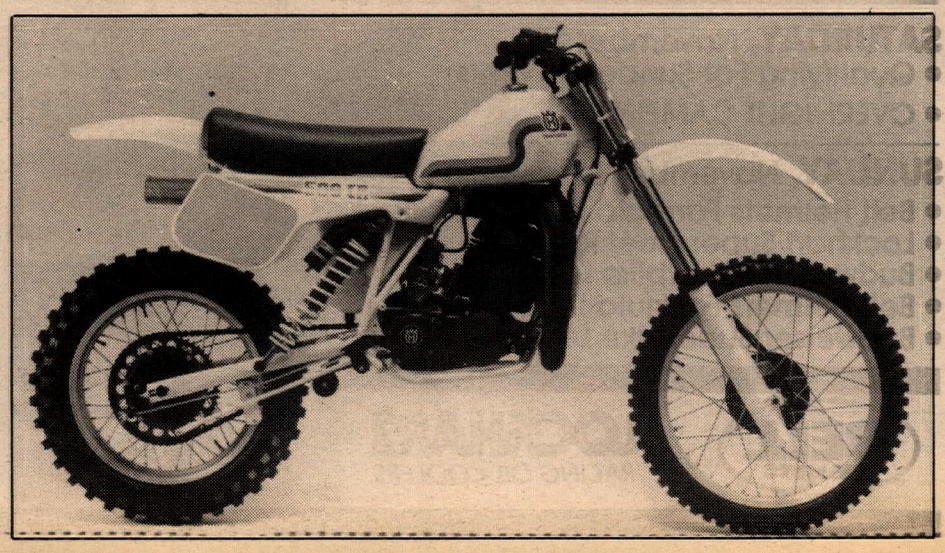
The 430 WR Enduro also features a new frame and has more skid bars for engine protection. Suggested retail is $2,940.

The $2,545 250 XC features a new cylinder design, new frame, larger gas tank, ITC rear suspension, and new color and styling.

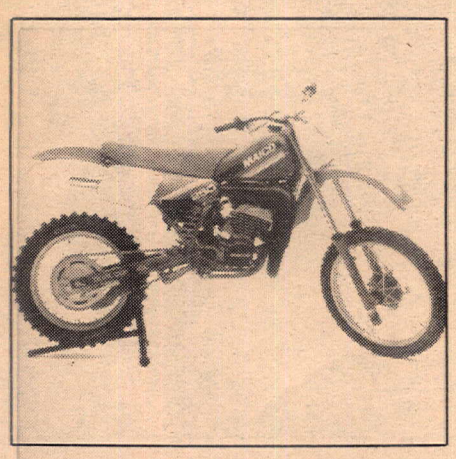
The 250 WR Enduro weighs in at 238 pounds. Features include new frame, airbox and front fender. Suggested retail is $2,545.

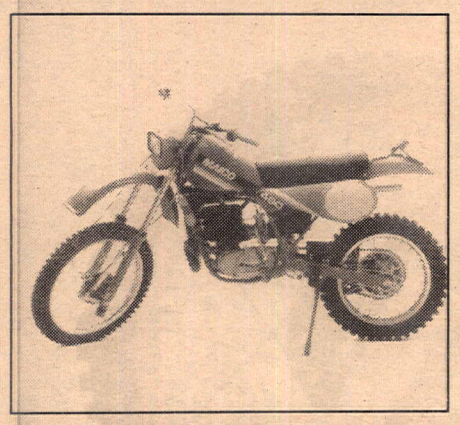


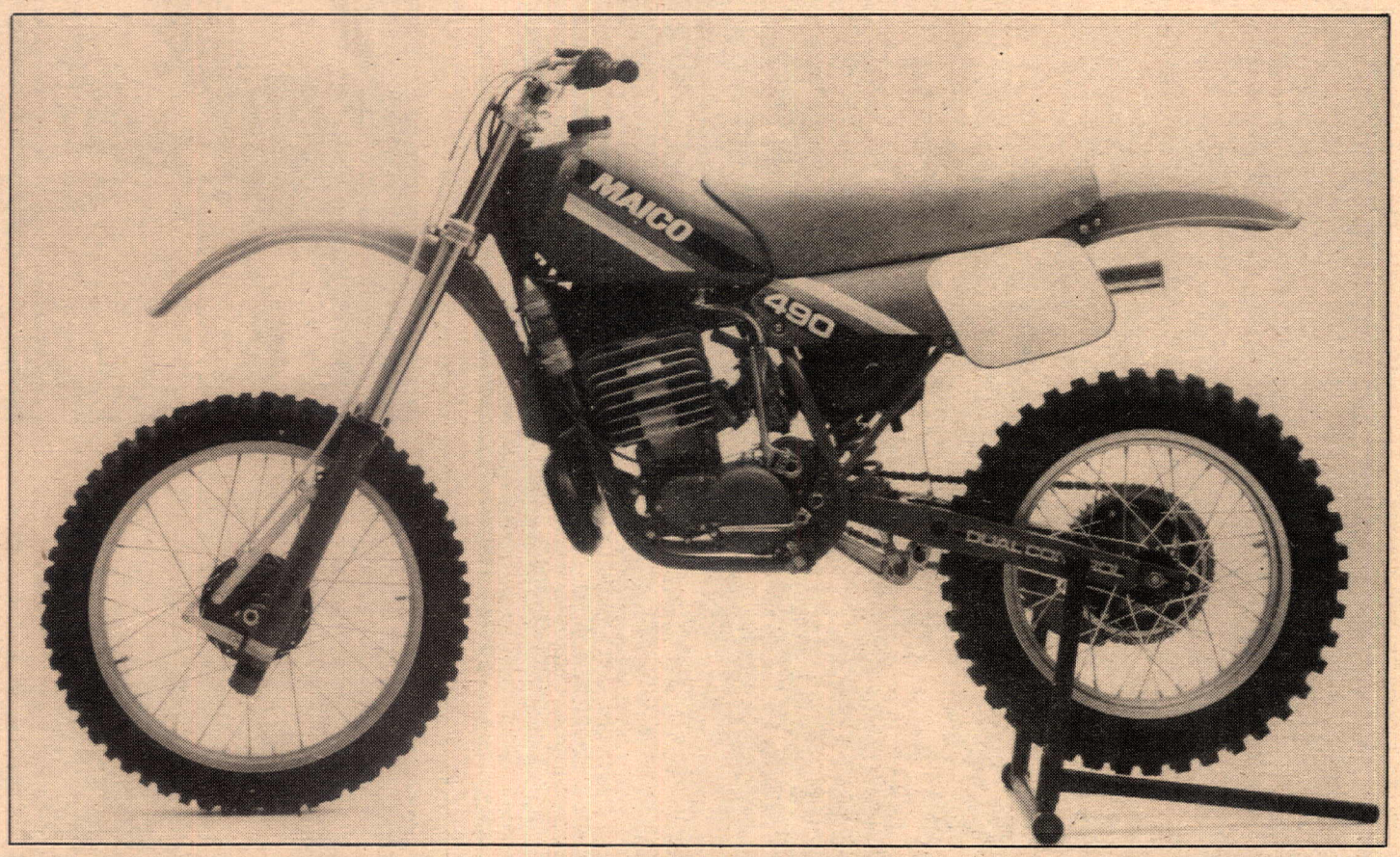
The 240 pound 500 CR Motocross squirts dirt with a Pirelli rear tire. The four-speed gearbox equipped racer sells for $2,895.



What you'll see in '83: The new Maicos







Maico's new Spider MX series features new engines for '83 that are lighter and more compact than ever. The most welcome change is the absence of the primary chain. Both motors have primary gear drive. New cases house a new wire spring tensioned clutch with a rubber cushioned housing on the 490. Maico says that the only carryover items readily visible are the shift lever and the drain plug. (Right) The new MXers feature new frames and swingarms with twin rocker rear suspension systems. Springing and damping chores are ably handled by Ohlins. Claimed power is 40 horses on the 250 and 53 on the 490, and the claimed weight of the 250 is 218 pounds. Enduro models use reed inducted engines with basically '82 frames and lower ends.

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SUNDAY, November 28

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• Budweiser Superbike Leg One	1:00
• Bell Helmets Formula II Final	2:15
• Budweiser Superbike Leg Two — Final	3-4:00

SPECIAL SUPER TICKET Includes General Admission Sat & Sun	$10.00
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OVERNIGHT CAMPING — Per Vehicle	$5.00

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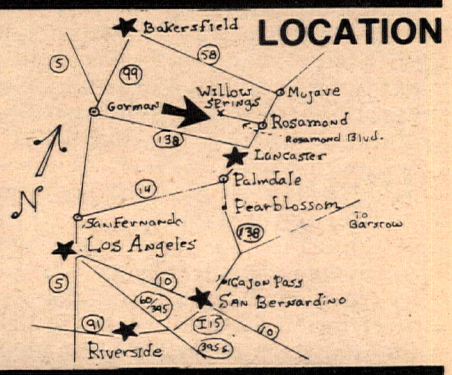

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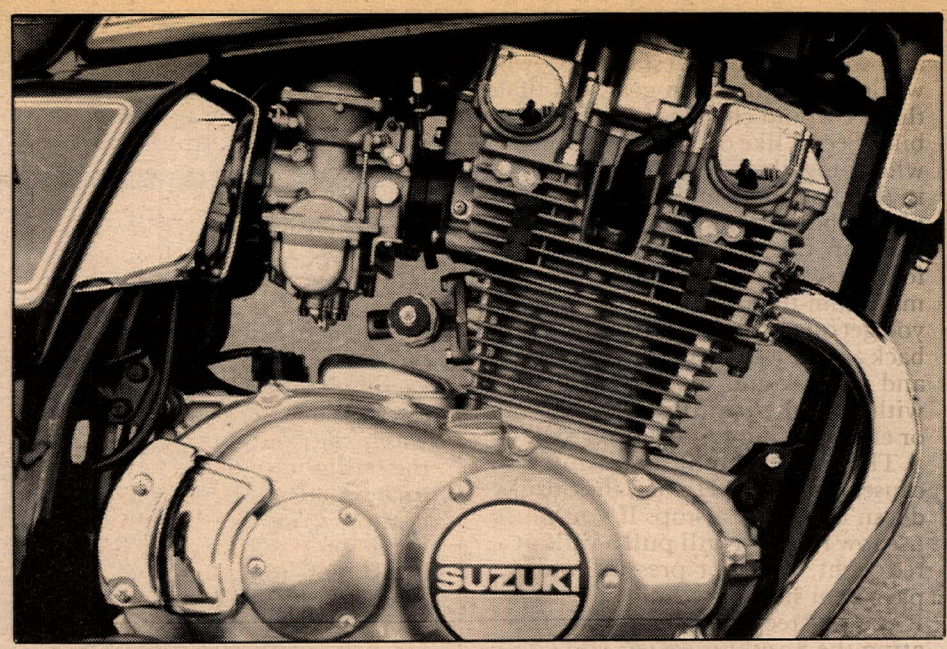
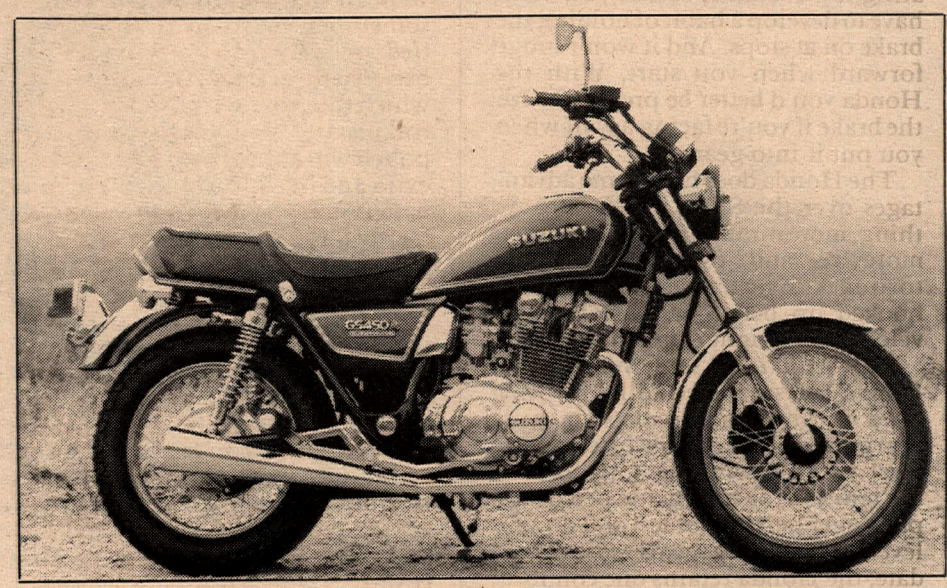




Impression: Suzuki 450GAZ

Easy to use automatic

By Dorde Woodruff

Many riders automatically equate bikes using torque converters to cars similarly equipped. But simplifying the task of operation by use of an automatic transmission comes off differently to a rider than it does to a driver. The rider's task is much more complicated to start with. In traffic he/she is busier, not only with managing the machine, but with the increased attention one must pay to the driving scene because of his vulnerability. You can look at the automatic feature as being a loss, of control over gearing, and of acceleration. Or you can look at it as a gain, freeing up the rider for more precise control of the other functions of riding. In practice, the way this comes out is that the rider who doesn't feel a need for maximum straightaway acceleration can enjoy a bike like this very much, enjoy its nimble maneuvering in traffic without time lost to shifting decisions and executions.

A good part of a rider's perception of a bike with an automatic transmission as being car-like or not depends on how much motorcycle-like acceleration it does retain. Acceleration, as from a red light, is slowed while the torque converter is hooking up, but some time is gained by not having to shift. This equation comes out favorably in the case of the GS450GAZ. The important thing is not that it's less quick than other middleweight bikes, but that it is quicker than cars, even when used as a true automatic rather than a semi-automatic; that is, without routinely using low range. In this respect it has an advantage over the Honda 450 automatic which seems to have less low end power (though everyone agrees it's better since it grew up from a 400).

I did use low on the Suzuki on a 10,000-foot mountain pass to hurry by cars. The lack of need for low in the usual starting or passing was in spite of riding it at elevations of 4500 feet or more, where an engine loses over 10% of its power. Low is used on steep downhills as it provides some engine braking. The owner's manual, in the cautious manner of such publications, cautions against shifting down at highway speeds because of the difference in engine braking between the two ranges. I didn't find this a problem, though the bike will twitch a little. This twitch when changing ranges at highway speeds, with its sideways component, was the only sideways movement I noticed to remind me that it was a shaft drive bike.

The throttle does need to be off when changing ranges or shifting from neutral. With a torque converter the engine always loads the transmission with some torque. Shifting will clunk, although to lessen the shock, springs and rubber cushioning are provided for the gears; the transmission will complain with resistance and noise if you try to shift without closing the throttle.

The bike's nimbleness in traffic is aided by the fact that it's light and small, though not dinky. Wheelbase is 55.9 inches, an inch longer than Suzuki's other '82 450s. Its claimed dry weight of 396 pounds is 15 pounds or so more than the others, but the seat height, 29.1 inches, is low and so is the center of gravity. Though the seat gives the impression of being thin, it never became uncomfortable on a 1600-mile tour. True, the longest day on this tour was less than 300 miles, due to weather and short days, but an hour on a saddle is generally enough to make you squirm if that's going to happen.

With its shaft drive, the other interesting and unusual feature (on a 450), the bike makes a comfortable, hassle-free, one-up tourer. It's too bad cruising range is on the short side, particularly inconvenient in the west where there isn't a gas station at every crossroads. Reserve came at 2.4 gallons, normally about 120 miles at these high elevations with mileage averaging 50.6 mpg. (An owner I met from Chicago gets 60.) With my worst-mileage tankful, trying to maintain 60 mph against a tearing headwind, reserve came at 88 miles. Rather than the two quarts claimed, I later found that .9 gallon more of the tank's claimed capacity of 3.4 gallons is available after going on reserve; had I time to run out a tankful before going touring, I could have gone farther between gasoline transfusions. Cost-wise the bike comes off better than convenience-wise; though it isn't as thrifty on gas as your average 400 or 450, what you lose in fuel costs, you save in chains, chain lube, and sprockets, more or less. Not to mention cleaning costs.

For me the Suzuki also saved camping costs. My usual tourer is a bigger, taller, heavier and more top heavy bike which, being but a medium size female person, I can't lift if it goes down. For that reason excursions onto dirt with it are limited, including getting off onto a camping spot. Therefore I stay at commercial and public campgrounds more often than I really want to. With this one I could confidently weave through sage or between trees and rocks to the exact spot of my choice for a night's home-away-from-home. The Suzuki also has the very endearing quality, to a female rider, of going on the center-stand easily.

The Suzuki gives little away to the bigger bike as a tourer other than range. The Yamaha will go 108, clocked, at these elevations — but I rarely tour that fast. It has slightly better straight line stability, with air forks and stiff aftermarket shocks added — but the Suzuki, stock, is quite stable, especially for a bike of this size. It's impossible without a clock to tell how fast it goes, as it has no tach, but it must be in the high 90's and it just gets more stable with more speed.

Like the Honda, a bike which in general functions similarly, the Suzuki has a pod with indicator lights in place of a tach: neutral, and low (L) and high (D) range indicator lights, and those for oil pressure, park-

ing brake, and sidestand. A buzzer also sounds if the sidestand is down while the engine is in gear, the first thing I would change if I owned the bike. Seems like overkill for a person who is together enough to be riding in the first place, and it defeats some of the bike's handiness. You can't just stop, which you could otherwise, for a few-second operation like a minimum-time quick photo in which you get off to check composition, run back and move the bike a couple feet, and go back and snap your picture, without either shifting into neutral or else listening to the buzzer yell.

This just-stopping is feasible because, unlike the Honda, the Suzuki doesn't creep at a stop. If you must use low range, it will pull a little at a red light, but foot pressure on the pavement suffices to hold it. Because it doesn't creep, getting used to operating the Suzuki is easier; you don't have to develop a habit of holding the brake on at stops. And it won't lunge forward when you start. With the Honda you'd better be prepared with the brake if you're facing a wall when you put it into gear.

The Honda does have some advantages over the Suzuki. It is, if anything, more nimble in handling, even more free and joyful to ride. The torque converter seemed to stay hooked up better with changes in velocity on a tight canyon road.

The Suzuki has some niceties the Honda lacks: tapered roller steering head bearings and needle swingarm bearings, a cleanable air filter, an oil level viewing window, fork lock in the ignition, an automatic petcock, a passenger helmet holder, and dogleg levers. The Suzuki seems more up-to-date; the Honda retains one comfortable function usually gone on current bikes, a kickstarter. These bikes can't be bump-started because of the catch-22 of the torque converter. No engine start, no oil pressure, no hook-up. On the Suzy, you just have to be scrupulous about your battery. It lives under the right sidecover so the electrolyte level is easy to read, but the battery must be removed for servicing.

Like the Honda, the Suzuki has a parking brake lever on the left handlebar instead of a clutch lever, necessary when parking on slopes because of the lack of engine braking. A fail-safe system for a compulsive clutch hand keeps it from pulling on the parking brake while you're underway, a two-stage button-release for the lever. Both bikes come with oil coolers to cope with the additional heat generated by the torque converter, and both are tuned differently than their conventionally-geared brethren so available torque works better with the converter.

Because carburetion is good, the GS450AZ starts more easily than some other EPA bikes. The automatic's constant-velocity Mikuni BS34SS carbs have an accelerator pump, and the low-end staggers which afflicted the GS450TXZ I rode last spring are happily gone. The automatic does have to be thoroughly warmed up before shifting into gear because of the throttle needing to be closed, but it's not real demanding of being choked. It will start down to at least 60° without it, and doesn't require it after being parked a while, either. Like the Honda, and also the other Suzuki 450s, an interlock requires that it be started in neutral.

Lack of annoying vibration is another one of this model's good qualities. Some Suzukis, and some other 180° twins, have been known to possess a high-frequency buzz. This is not one of them. Only at high speeds in low range, a condition not often encountered, is the vibration noticeable. Mirrors are quite clear and stable. The counterbalancer is gear driven, so there's no chain to need adjustment. The camshaft chain tension is self-adjusting, and ignition is electronic, all these features helping to make periodic service minimal.

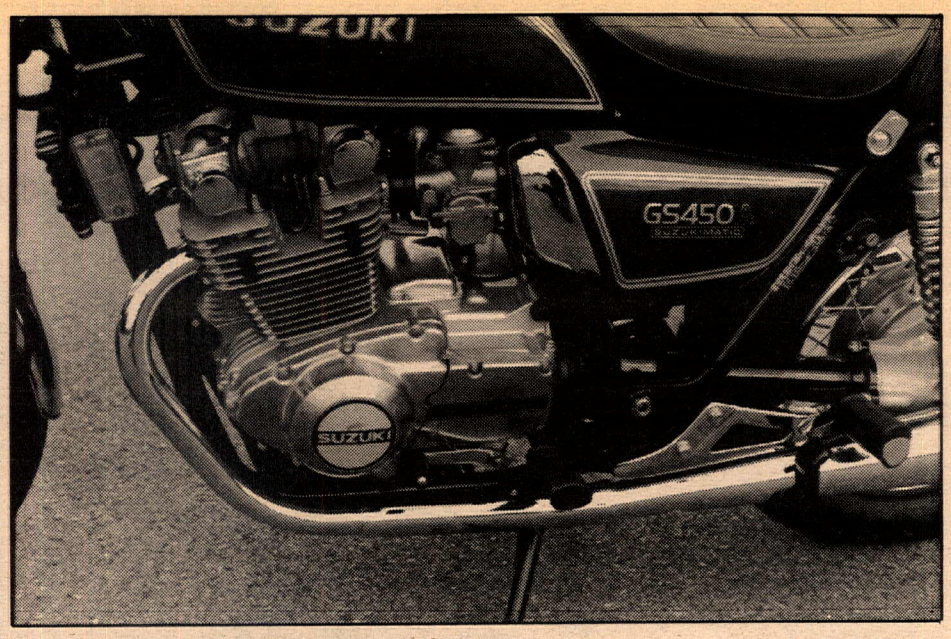
Both the seat and the gas cap are the take-off-and-park-somewhere variety. The seat, which must be removed to get at the air filter, is held by two bolts at the rear, just behind the turn signal stalks. I added the second 10mm wrench required for each bolt and its nut to the tool kit, after taking the seat off to see what was inside, and to fasten on straps for the taillight, to tie packs to. All four turn signals are flexibly mounted, as is proper, to save fractures, but no good for tying to. The two 10mm bolts came out, and two eyebolts went in. The extra 10mm wrench came out, and a half-inch wrench went in (try finding metric eyebolts sometime). After this change packs tied on very nicely, with a space between the seat and the taillight into which the ground cloth/sleeping pad roll just fit. The tools live in a plastic pouch which has room for one or two extra and fits into a bracket above the battery under the right sidecover, handy for getting at when the bike is packed, unlike the majority buried under the seat.

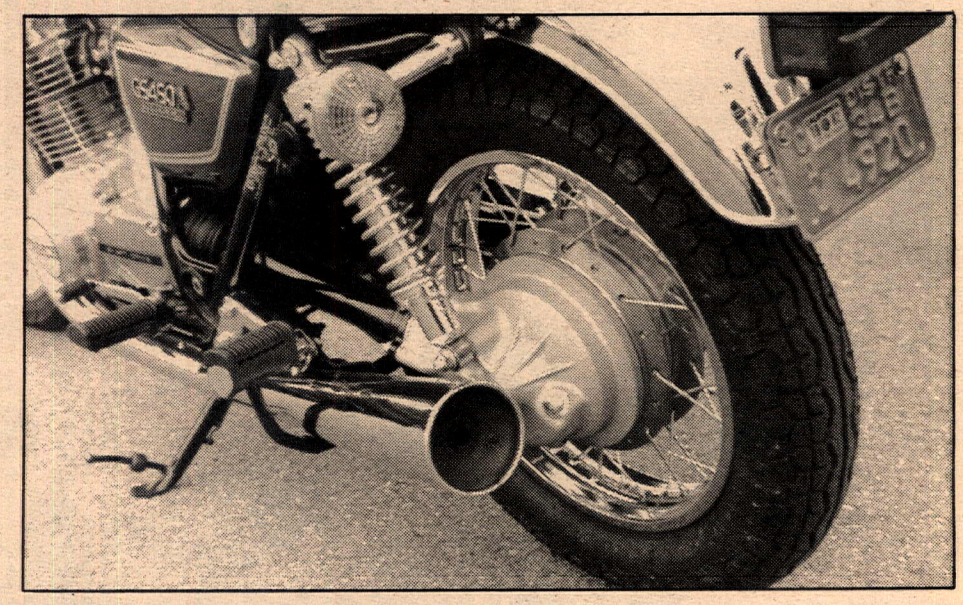
In taking the sidecovers off to see what was underneath, to get at the tools, and to tie loops to the frame for the forward pack attachments, they seemed thin, and that proved to be the case. One corner broke off the right sidecover, the one most often removed. An owner would be well advised to get a fiberglass repair kit and reinforce the inside of the sidecovers.

This was the only thing that broke or went awry on the bike in almost 2000 miles. It had an ultimate water test on a day when boats were later in the streets. Brakes did not become ineffective, handling did not become tricky, ignition did not quit. This model has one of those popular fat 16-inch rear tires, but does not suffer from understeer like some bikes so equipped. Like the TXZ the automatic has wire wheels, a front disc brake, and air forks (which weren't on the specs for the T model, but were on the bike). Set-up spec for the automatic are seven psi for the forks, and the third preload setting on the shocks, too jolting; the second setting worked well. Because of the clearance problem none of my hand pumps fit the forks; I put in 12 pounds with the help of an especially wimpy air compressor, and because of the difficulty of dealing with them didn't experiment further. Rear suspension remained stiffer than the front; though unbalanced thus the suspension generally worked well in all the usual functions, cornering, straight line stability, and bump absorption.

The GS450GA was a late introduction, first available in June, and it quickly sold out, though the number imported this year was "not inconsiderable." And this without much publicity; press bikes were not available until even later, and the magazines are just now coming out with tests on this model.

Although designed to be comfortable to the beginner or to the smaller rider, the bike isn't limited to these classes. Bikes designed with the lesser half of the riding population, statewise, in mind, are always under suspicion of being too small for the larger half. The seating position is a reasonable, neutral one. Though I would think the stylish stepped seat would be limiting for larger riders, a really big friend of mine (like well over 200 pounds) tried the bike, with no complaints. The bars are high for riding without a fairing at highway speeds; they'd probably be about right for sitting up behind one.





A small but persistent use of automatics is for sidecar rigs. Sidecars on modern bikes with their trail designed for solo use pull right or left on acceleration or deceleration, making sidecar pilots even busier in traffic than solo riders. Other than simplifying the task, some even claim a synergistic effect for automatic bikes used with sidecars. Tomco Enterprises of Valley Center, KS, has been using Honda automatics for special sidecars for the handicapped, mostly the 400/450 which is less tiring to operate.

Automatic bikes move sideways, into a different niche from other motorcycles. Acceptance of them seems to be greater now, an occurrence Honda's Product Research Department is watching with interest. A new vogue has even been developing for the '76-'78 Honda 750 automatic. Although it was not a noticeable hit when it was current, if you talk to a rider who bought one then he'll likely still have it, with no intention of giving it up. All those left over in warehouses have now been bought up.

This Suzuki is likely to receive more praise in the real world of buyers than it does from most motojournalists, used to more exotic fare. I took it to a rally, and many riders looked it over. For a 450 it got a lot of attention, substantially positive. Suggestions were for additional features: cast wheels, a crossover for the air forks, a four-way flasher, self-cancelling turn signals, a quartz halogen headlight.

Neither the Honda 450 automatic nor the Suzuki is changed much for '83. •

(This test was conducted on a 1982 model, but the 1983 GS450GA is virtually unchanged from the 1982 version. The price indicated in the specifications is for the 1983 model... Editor.)

Specifications

Engine type	Twin-cylinder, DOHC four-stroke.
Displacement	448cc.
Bore & stroke	71 x 56.6mm.
Compression ratio	9.0:1.
Carburetion	Two CV Mikuni BS34SS w/accelerator pump.
Lubrication	Wet sump.
Ignition	Transistorized.
Starter	Electric.
Transmission	Two-speed automatic w/torque converter.
Final drive	Shaft drive.
Suspension front/rear	Air, oil damped/oil damped.
Brakes front/rear	Disc/drum.
Tires front/rear	3.60 S18 4PR/4.60 S16 4PR.
Overall length	84.4 in.
Overall width	32.3 in.
Overall height	44.1 in.
Seat height	29.1 in.
Wheelbase	55.9 in.
Ground clearance	5.7 in.
Dry weight (claimed)	398 lbs.
Suggested retail price	$2123.

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc. *SAE net taken at the crankshaft.

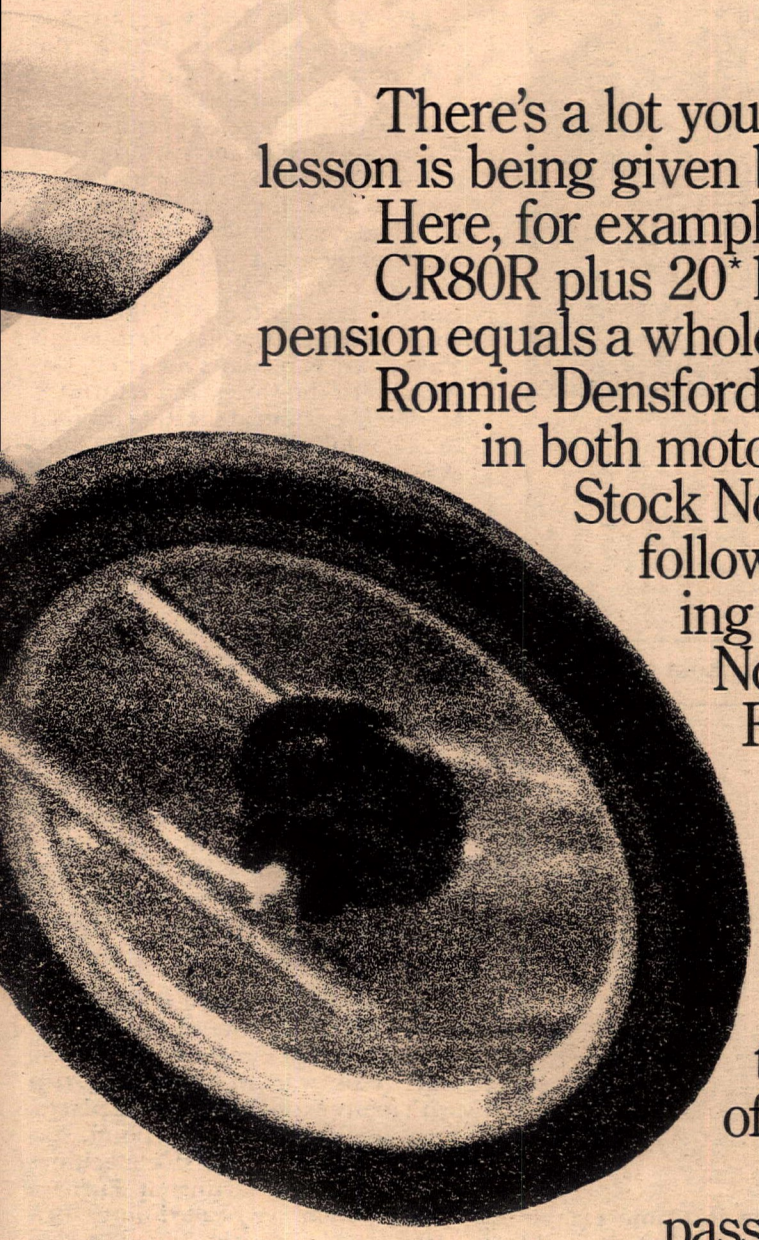
Little Hondas win big at NMA Fall Nationals.

THIS FALL THE CR80R IS TAKING CLASSES.

There's a lot you can learn from mini-cycle racing. Especially if the lesson is being given by a 1983 CR80R.

Here, for example, is what the pack learned at the NMA Nationals.

CR80R plus 20* horsepower plus liquid-cooling plus Pro-Link™ suspension equals a whole bunch of checkered flags.



Ronnie Densford led off by finishing first in both motos to win the 83 cc Stock Novice Division. And followed up by also taking the 83 cc Modified Novice 9-11 event. Finishing 1-1 again.

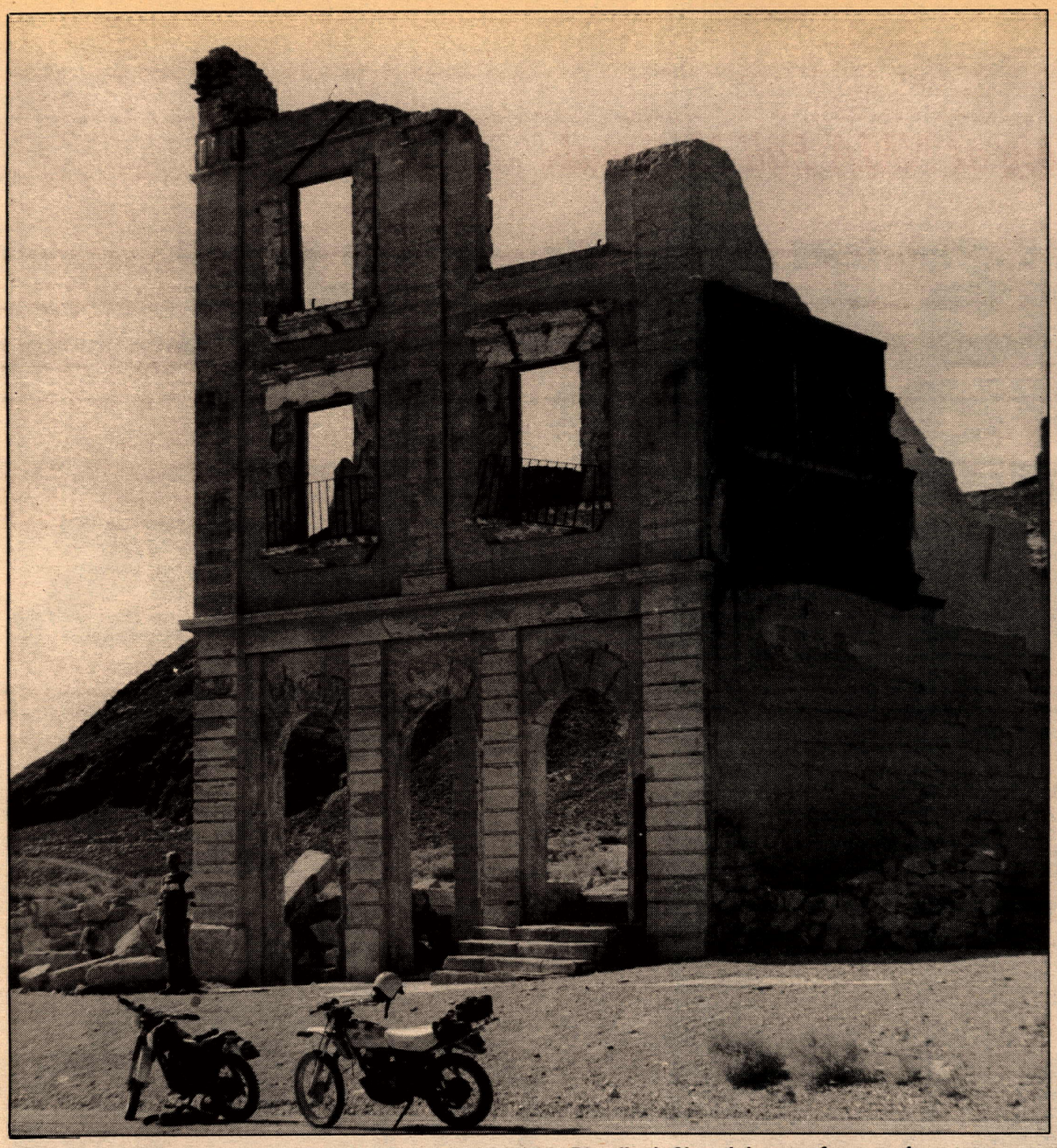
On the same *stock* CR80R.

Shane Trittler then finished 1-3 to take the overall win in the 83 cc Stock Intermediate class for 12 and over on his CR80R.

If by now you're getting the impression that the hot number for '83 is CR80R, move to the head of the class. Or better yet, move up to a CR80R.

It's the fastest way we know of to get yourself a passing grade.

HONDA
FOLLOW THE LEADER



Built in 1905, Rhyolite's Cook Bank building cost $60,000. Rhyolite is Nevada's most famous ghost town.

Death Valley V

Ride five is four days through two states

By Donald E. L. Betsworth

Death Valley, an awesome looking concavity laying between two lofty mountain ranges, is a land of extremes and of grandeur. Once a forbidding place for many, today it's a visitor and scooter riders' delight. Come with me to this land of ghost towns, rocky narrow canyons, famous old mines and mill sites and some of the desert's most beautiful scenery.

This fifth annual ride covers new areas of this fantastic valley. In the first four annual trips, we've covered mostly the western and northern fringe. But on this ride we start in the middle and ride to all points of the compass. We'll ride some hundred year old tracks, some modern pavement, and travel from a minus 276 foot elevation to over a mile high.

We used Furnace Creek Campground as a base due to its facilities of food, fuel and water. Oh yes, nearby is a motel for those tired of sleeping in a van or in the dirt with the little critters. The restaurant was handy as some of my partners said they were tired of my spartan menus. The location is also helpful, as it is near the geographical center of the monument. We chose October as our starting time as it has the year's most stable weather. The days are usually mild and there is little chance of a trip-ruining desert downpour. Death Valley is full of beauty, nostalgia, anomilies and a host of other three dollar words. One must go to see, to feel and yes, to smell this unusual place. Doing it on a bike with friends is super.

President Hoover, using the Antiquites Act of 1906, established Death Valley National Monument, Feb. 11, 1933. Its then 1,600,000 acres were all in California. Enlarged twice, once by FDR in 1937 and then by President Truman in 1952, it now covers 2,067,793 acres in both California and Nevada. The valley, once called Lake Manly and 600 feet deep, is on record as the hottest place in the United States with 134 degrees, reached on July 10, 1913. That same year the area's lowest temperature was obtained, 15 degrees above zero. Old timers and residents living nearby will highly dispute these figures. Rainfall figures are quite interesting. The average is 1.71 inches. 1913 was the wettest with 4.54 inches, and 1953 was dry with just .09 inches. In 1929, not one drop fell in the entire valley.

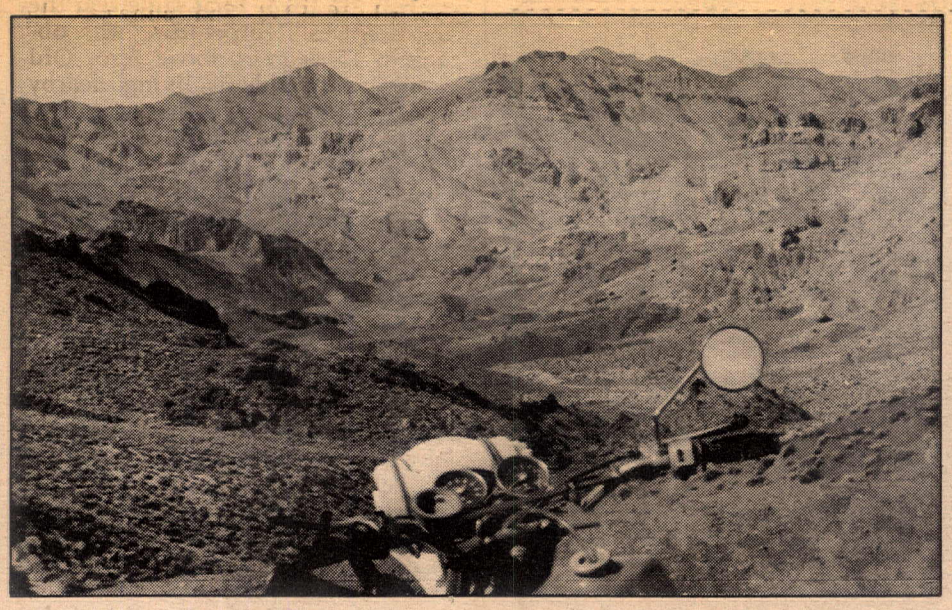
The above is just general information. For the geologist: There is a place in Mesquite Flat near Stove Pipe Wells where the alluvial fill, rocks and sand washed out of the mountains, is 10,000 feet thick. Eons ago it's possible that the difference between the valley floor and the top of Telescope Peak was over four miles. Boggles the mind, don't it? The highest point, 11,049 foot Telescope Peak, and the lowest, a minus 282 near Badwater, are but a few miles apart. Over 500 square miles of the valley's 3,230 are below sea level. There are rocks in Butte Valley reported to be 500 million years old that you can touch. For the botanist: There are 600 species of plants and trees, and 22 of these exist only inside the monument boundaries. For the camera clickers: Take a ton of film and a handful of your trick filters. You won't be sorry.

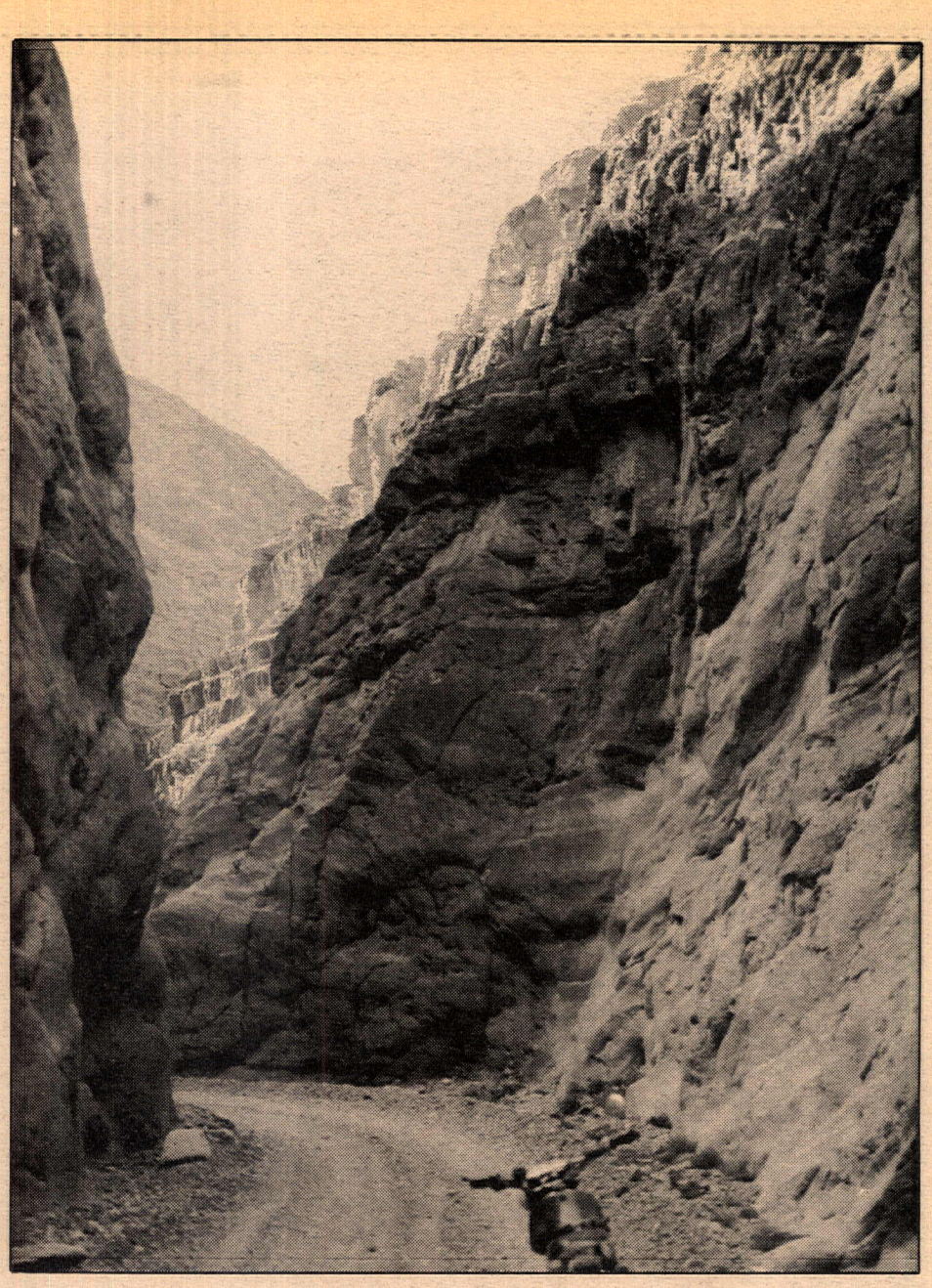
The Moorish looking Furnace Creek Inn was built in 1926 by the U.S. Borax Company for their employees. It has since become a moderately expensive hotel. The old cabins at Furnace Creek Ranch were built in the early 30s when tourism in the valley increased. Later, a Holiday Inn type motel was added. Reservations at any of these is a must, and the cost of most everything is high. Author Cora V. Lee wrote in 1939 that you could take an 800 mile, 200 in Death Valley, all expenses tour from Los Angeles to the valley and return for $64.50. The cabins at the Ranch rented for two dollars per day. You could stay at the Inn for $15 per couple (room and two meals) per day. Golf was 50¢ and horses rented for $2.50. Check the prices today, and don't faint. The Death Valley Museum, at the visitor's center, and the Borax Museum at the Ranch are both free and are well worth the time for a "looksee."

The first day was used up getting everybody to Furnace Creek and the camp set up. The fee at Furnace Creek Campground is three dollars per night. The fee is for running water and lighted, flush-type potties. One rider even flew in with his private plane. Some class. We used the plane later to fly over all the routes used. It's quite different from 5000 feet.

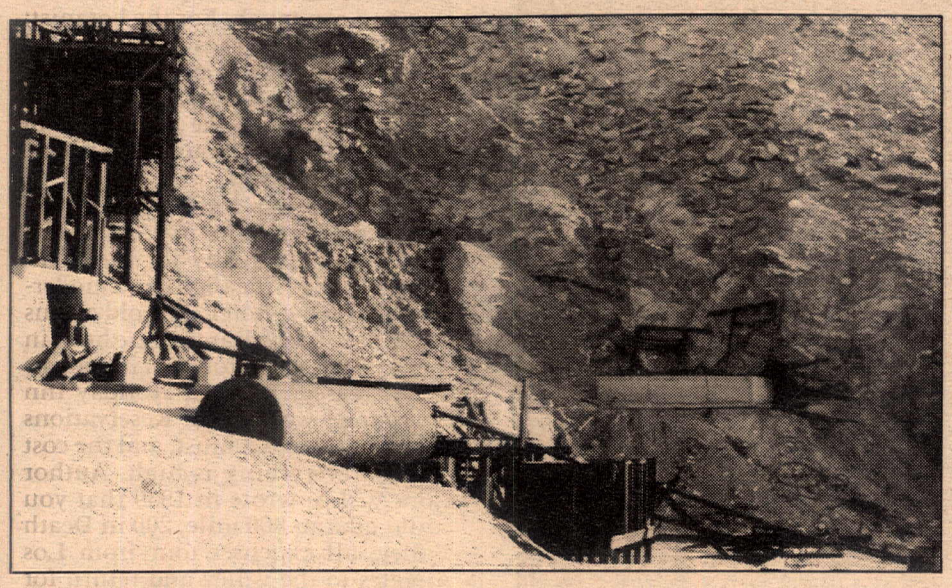
The second day dawned bright and cool. At 7:30 we kicked the bikes to life and started our long, 122.8 mile, ride. This was an interesting trip with many excellent stopping places. One, about the halfway point, has food, drink, fuel and slot machines for the lucky. Starting at Furnace Creek Ranch, we headed north 10.5 miles to the Beatty Junction. Go right, and, after 5.7 miles of moderate climb, a small sign on the right points the way to the Keane Wonder Mill site. It's a short 2.8 miles of dirt to the mill site, but the mine itself is a steep hike up the hill.

The first claims were staked out in 1903 by Jack Keane, and almost immediately they were sold for $150,000. In 1907 mining started in earnest with a 20-stamp mill crushing 1800 tons per month. The top years of this operation were in 1912 to 1914. It shut down in 1916 after a reported production of $750,000. Some minor ore was turned out during the 30s. A 1400 foot tram line was built up the mountain to the mine, and some of the towers are still visible.





(Above) A look at Titus Canyon from Reds Pass. (Right) Spectacular Titus Canyon trail through Death Valley. (Below) The Keane Wonder Mill site must be hiked to for the last 100 yards.



Back on the pavement, we continue north a few miles till meeting the main highway at Hell's Gate. Turn right and proceed 3.2 miles to an ill-defined two-track road heading up a rocky wash. There is no sign, so look sharp. Start up the wash, and proceed 4.9 miles to a road coming in on your right. The road is very poor in many spots. It is also a pretty fair climb. The site of Chloride City lays just ahead to the south. The first claims there were filed in 1873. This town boomed twice, once in 1878 and again in 1905. During the first rush the residents cut the first good road from here, out across the valley and down Wingate Wash. Later parts of this road was used by the borax haulers. Two miles ahead is Chloride Cliff. The view of the central part of the valley is fantastic. With the many roads in this area, exact locations are tricky to find.

Leaving Chloride City, we backtrack about two miles and pick up the road that drops down towards the east out of the Funeral Mountains. At 4.5 miles a fork will appear on your left. Turn and follow it about seven miles, coming out at the monument boundary in Nevada. Turn right and head east, on lightly-traveled pavement, to Beatty, NV.

The town was founded by M. M. Beatty in 1904. It soon became a thriving city with the Las Vegas and Tonapah Railroad arriving Oct. 22, 1906. The following year, on April 25, 1907, the Bullfrog and Goldfield Railroad hit town. They held a banquet for the event, and over 700 people attended.

After having a bite to eat, gassing up the scooters and losing a couple of bucks in the bandits, we reversed course and headed west for Rhyolite, 4.7 miles away. It lays about 1.5 miles off the main road, nestled between Ladd and Bonanza Mountains. I used an old railbed and entered town from the east. It's easy to spot, so if you find it, use it. If not, use the paved route. Rhyolite is one of the most famous of Nevada's numerous ghost towns. Soon after E. A. Montgomery staked out the Montgomery-Shoshone Mine, four enterprising men set up the town in November, 1904. Lots went on sale Feb. 15, 1905, most going for $50. By April, they were selling for $200. On May 5, 1905, according to the first issue of the *Herald*, Rhyolite had 20 saloons. The population had jumped in this short time to 1500 hearty souls. H. D. and L. D. Porter, fast thinking and shrewd businessmen, built a store for $10,000. Its concrete shell still stands. The nameplate over the door is still intact and readable.

Another famous landmark, Tom Kelly's bottle house, made from 50,000 beer bottles, is still useable and is a small museum. Cost to visit is a small donation given on the honor system. It's worth the stop and a few coins. The two most famous buildings in town, whose pictures have been in hundreds of magazines, also still stand. The Cook Bank Building is just a shell, though it was made of reinforced concrete and cost $60,000 to build. Time, and a movie company years ago, have treated it badly. The colorful Las Vegas and Tonapah Railroad station is a very unique structure. It is intact and almost as beautiful as ever, but alas, it is now privately owned and may not be visited. Several large, long-fanged dogs keep lookers from coming too close. Two other railroads passed through town, the Bullfrog and Goldfield and the Tonapah and Tidewater. Nothing of those remain today.

Rhyolite hit its population peak in 1907 with more than 7000. Some say 9000. As ore became scarce and the mines and mills closed, the residents began to fade away. By 1910, population was down to 675. In 1920 it was home for only 14, and in 1922 it was down to one. Good photos can be taken anytime, but if you are an Ansel Adams type, late afternoon is the best.

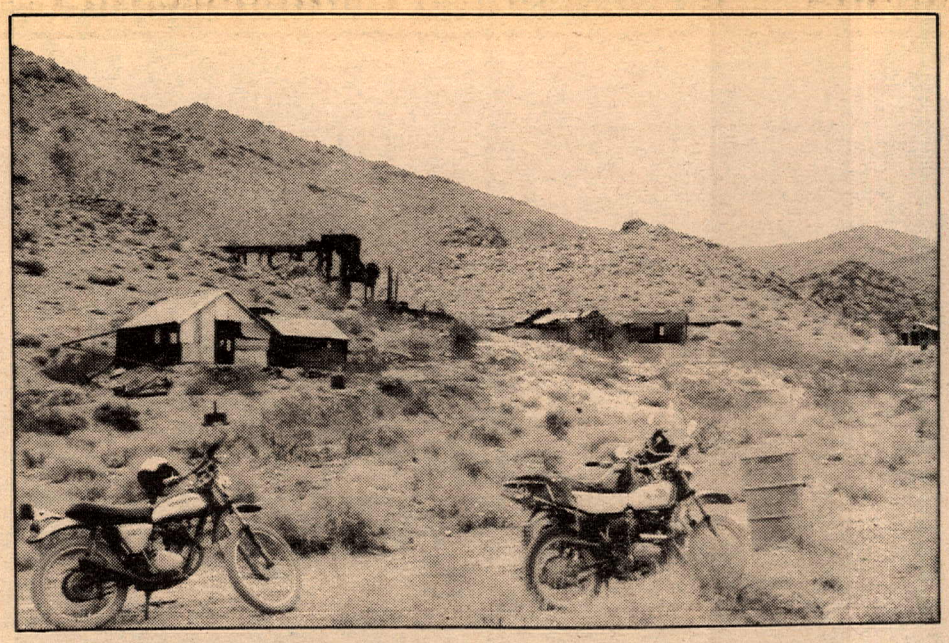
Just west of Rhyolite is the site of Bullfrog. Only the ruins of one building, and an old rusting car body, mark the spot. The red barn-type building was put up in the 60s by people from the east who bought the old town site. On Aug. 4, 1904, "Shorty" Harris and E. L. Cross found a ledge of rich ore. It assayed out at $675 per ton. Soon the rush to Bullfrog was on. Cross sold out his half for $25,000. Harris reportedly sold his for $1,000 while drunk.

Once known as Bonanza, Bullfrog as a town started in March of 1905 and grew rapidly. The rich ore petered out quickly. On June 25, 1906, the hotel burned and Bullfrog ended its short life. Most everything that could be moved went to Beatty or Rhyolite. On leaving Bullfrog, we picked up the narrow track that goes south to the cemetery. Look for the sign, it's small and easy to miss. The cemetery is a worthwhile stop as the headstones and markers make interesting reading. Leaving there, head south again and in just a tad you return to the pavement. Turn right.

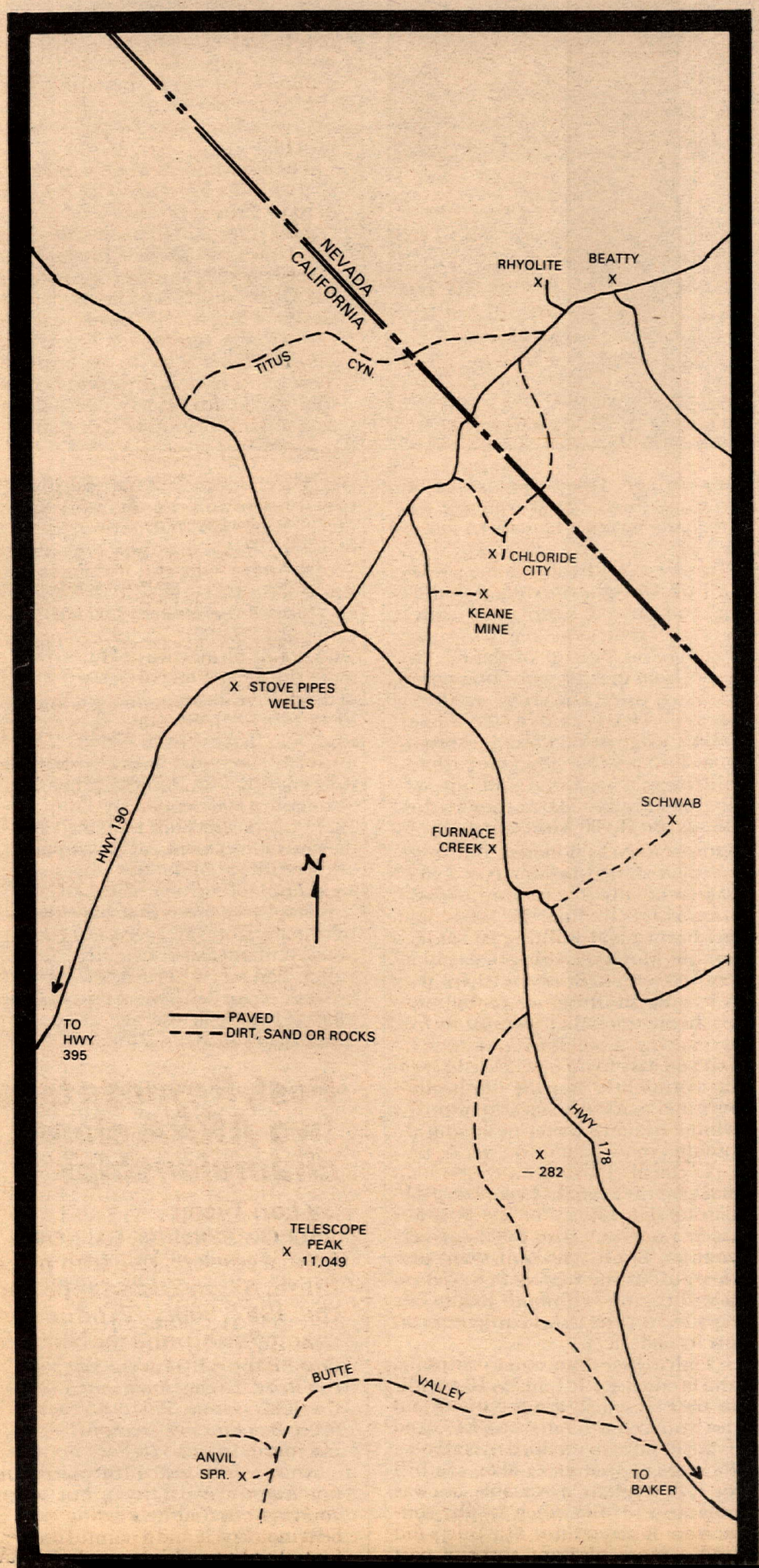
Back on the asphalt, head west 1.3 miles to the Titus Canyon Road. This is a one-way road for the next 27.1 miles. The first few miles will be rather dull as the road is flat. Soon you will begin to climb up a moderate grade. At 10 miles you drop into a canyon, and at 11.7 miles you start the climb to Reds Pass some 5300 feet high. From here, it's all down hill, sometimes it's fairly steep. After 15.8 miles you come to the remains of Leadfield. Born in the spring of 1926, as the child of promoter and manipulator C. C. Julian. He hyped some low grade lead ore, built a high class road from Beatty using 100 men and 100,000 dollars, and laid out a town site. The first strikes of the lead-silver ore were found by Seamon and McCann in 1905, but nothing came of it. In 1924, Chambers and Metz "rediscovered" the ore. Julian soon heard of the strike, bought the claims and formed the Western Lead Mines Company. On Mar. 22, 1926, a party with a full dinner was held to promote the area. The partygoers, 1120 of them, were transported from Beatty to Leadfield in 94 autos down the road you have just traveled. That must have been something to see. On its opening day the Post Office handed out mail to 200 people. By January, 1927 only one diehard remained and the Post Office closed. All that remains of the millions of dollars "invested" are a couple of corrugated iron shacks. It is hard to believe that once there were many stores and even a 40-room hotel. With the fall of Leadfield, C.C. Julian had several brushes with the law and soon left the country. On Mar. 25, 1934, at the age of 40, he committed suicide in China.

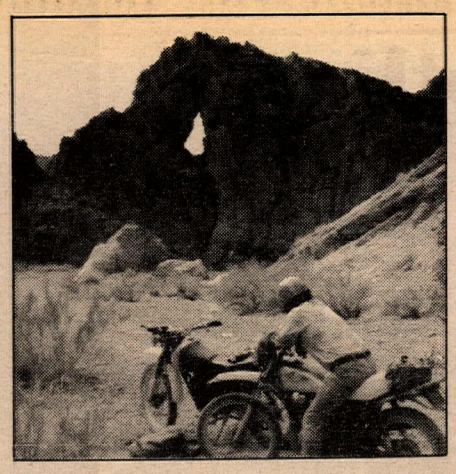
A few miles down canyon you come to Klare Spring. If it's a hot day, you can soak your feet or wet the back of your neck, but I would not drink the water. Continuing down canyon, on a zig-zag course, you will soon come to the narrowest part. This is Titus Canyon proper. The road is 10 to 15 feet wide while the walls tower several hundreds of feet above you. What a neat place. This canyon is named after Morris Titus, an area prospector. He disappeared in the canyon in 1907. After leaving the mouth of the canyon you come to a paved road. Right is to Scotty's Castle, and left is some 32.1 miles back to your start at Furnace Creek. All of the areas covered on this ride are steeped in history. I found it interesting, intriguing and one fine trip. We took nine hours, including all stops and exploring time.

The third day's ride was to be to



The remains of the Inyo Mine.





Eye of the needle rock formation.

Anvil Spring via the West Side Road. It's a long, bumpy, dusty haul without any facilities along the way. After being told three days before leaving home the road was open but rough, I found the park rangers had closed it. The closure was due to deep sand. A four wheeler had tried it several days before and had gotten stuck three times. I asked for permission to try it on a bike, but it was denied. I've included a description of the route as we used the airplane and flew the route. They did have a grader working, and the road did look pretty nasty in many spots. But if the road is open, do the ride. The route has *no* gas, *no* water, little shade, but it's a very interesting journey covering many historic and seldom visited sites. Leave Furnace Creek and head south, and at the Badwater Road go right. Proceed 6.1 miles to a graded road on the right, turn there. Ten miles later, after passing through the Devil's Golf Course and the Devil's Speedway, you will come to Bennett's Long Camp. This site was used by the Bennett-Arcane party in December of 1849. Due east of Bennett's Camp, about two miles out on the salt flat, is the lowest spot in the United States at minus 282 feet. Along this portion of road you will dip to the lowest point of the three rides mentioned. You will drop to a minus 276 feet.

About three miles farther south you'll find "Shorty's" grave. "Shorty" Harris was one of Death Valley's most colorful characters, and as legend tells it, discoverer of more gold and silver mines than any other human. Harris died broke in 1934 and is one of the few people buried in the valley since it became a monument. Almost next door is the site of the Eagle Borax Works. These works were founded by Isadore Daunet in 1881 and were the first in the valley. They lasted only two years.

Still heading south, go another 13.3 miles to a four road junction. Take the road that heads almost due south, and proceed 5.5 miles to the Warm Springs Road. At this intersection go right. On weekdays watch out for the talc trucks. There is much private property for the next five miles, so I'd stay on the road. This road will take you into Butte Valley past Striped Butte to Anvil Spring. Striped Butte is 180 to 500 million years old, 900 feet high and I think pretty impressive. Butte Valley is probably one of the least visited places in Death Valley. It's not hard to guess why.

After passing Striped Butte, continue toward the west to a single tree and stone cabin on the hillside. This is Anvil Spring. After a break there are several places you should check out. Go north and enter Redlands Canyon (*Cycle News* #11 Mar. 31, 1982). Some evidence exists that it was through this canyon that Rodgers and Manly left Death Valley to seek aid for the stranded Bennett-Arcane party. There are some remains of what Carl Mengel built between 1905 and 1944 in Wood's Canyon. Mengel lived at Greater View Spring a mile south of Anvil Spring. He mined there for 39 years and is buried just outside the monument boundary, about two miles down the road to the south. Mengel once found a ledge of gold that assayed at $75,000 per ton. Carl was overjoyed, but as luck would have it, the deposit was very small. The return to Furnace Creek is made by reversing your course back up that dusty and bumpy road. Total miles will be 120 plus.

Our next ride was to nearby Echo Canyon in the Funeral Mountains. While a short 30.4 miles round trip, Echo Canyon is a fine ride in a rugged and scenic area to the site of Schwab and the Inyo Mines. The town was founded in January of 1907 and soon counted a population of over 200, and even boasted of a Post Office. As in many other boomtowns, the quantity of ore was small and the quality poor. As a result the town folded in six months. Just up the road, the Inyo Mine was lucky and produced well for many years.

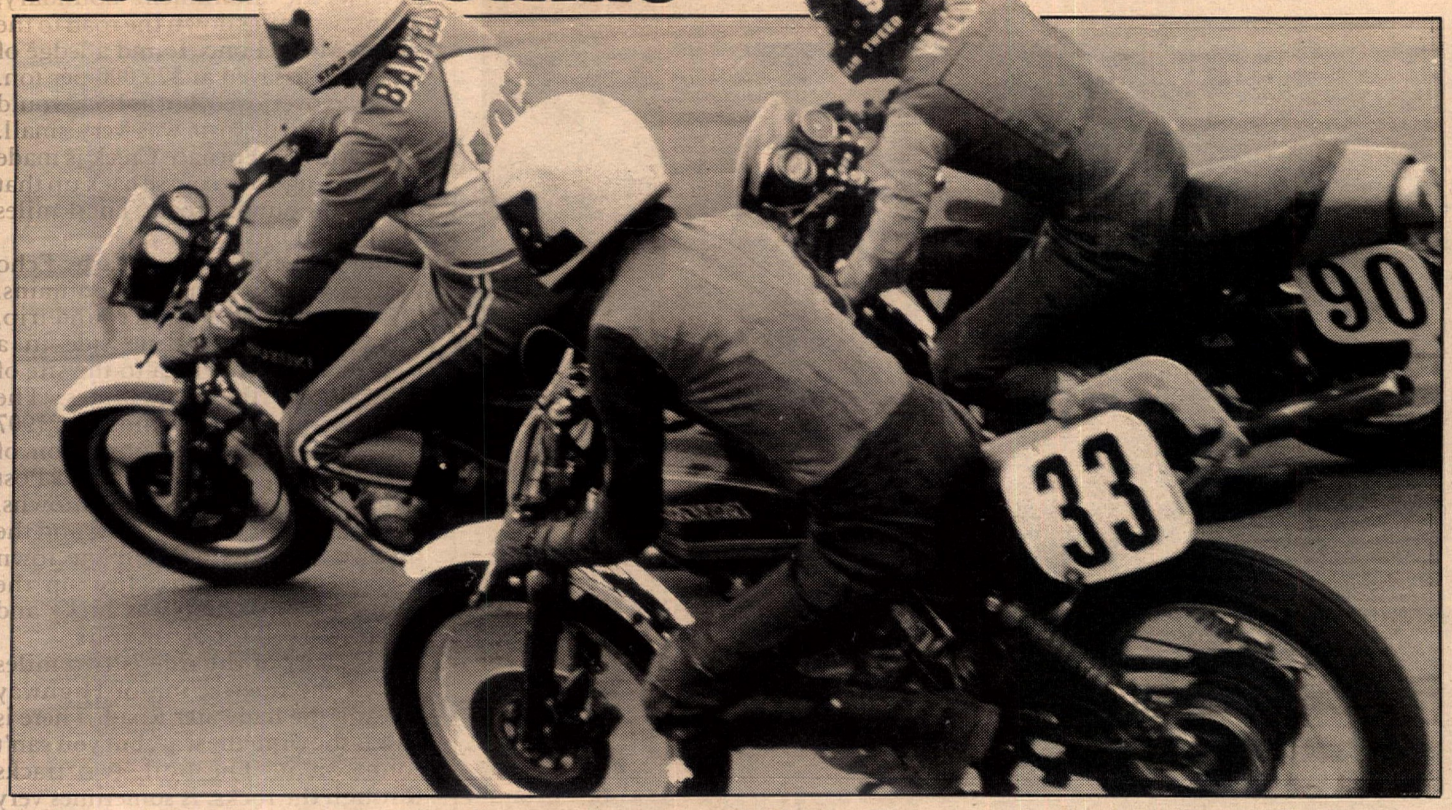
The start of the ride is two miles east of the intersection of Highway 190 and the Badwater Road. There is a sign showing the way, but you can't count on it. The trail, two tracks through the rocks, is sometimes very hard to find. As you head east on 190, it was down this wash that the Death Valley '49ers entered the valley to begin their world famous saga. As you leave the pavement, set your odometer at zero. Start up the road, and at 3.4 miles you enter the canyon. Much of the route will be rocky, like riding in crushed gravel. Don't ride the berms, they will disappear under use. At 4.8 miles, the eye of the needle, a natural window in the rock appears. Continue, and at 7.9 a fork shows up. The rangers have blocked off the left, and the site of Schwab must be seen on foot. Go right and at 9.6 miles the remains of the Inyo Mine is on the left. The headframe and several buildings still stand. They are fairly new as some work was done here until 1940. We continued up the road to the 11.2 mark. This is as far as you can take a vehicle. A sign announces it's a no-no to ride beyond. We walked up a little further and saw signs of four-wheeler action. They had trouble in a nasty spot leaving much burnt rubber on some rocks and broken tail or clearance light lenses.

The only maps you'll need are mine and the Auto Club's "Guide to Death Valley." The club's will show all the roads you will travel and the mileages are fairly close. It also gives a very good rundown on all the scenic places and where to stay and eat. Topo maps can be helpful, but the Death Valley topos have not been updated since the 50s. They can help pinpoint many historic spots. Topos needed are Furnace Creek, CA; Ryan-NV; Chloride Cliff, CA-NV; Bullfrog, NV-CA; Grapvine Peak, CA-NV; Stovepipe Wells, CA; Bennett's Well, CA; Wingate Wash, CA; Manly Peak, CA; and Confidence Hills, CA. Several BLM maps are good and they are, Saline, Amargosa, Dumont and Argus. The map for the northeast part is not available.

When in the monument on your bike, *remember* it must be street legal and you must have a Class 4 DMV ticket.

This fifth annual was a fine outing, good weather, good friends, and no major problems encountered. With so many historic and scenic places near Furnace Creek, another annual trip here is highly likely. After the above ride my scooter ended up in Suzuki General Hospital. The doctor said an operation was needed after 3000 miles of rocks and sand, and that the band aids just won't work anymore.

Weste hotline



Tight racing was featured at ARRA's Willow Springs tarmac bash.

Schwartz wins Long Track title at Ascot

By Bill Locey

GARDENA, CA, NOV. 5

Bobby Schwartz, long a star on the international scene, gained some local acclaim by winning the U.S. Long Track Championship tonight on the Ascot half mile.

The only other British Speedway League-based rider that showed up — Lance King — was second, followed by defending champ John Cook.

Each rider was given three heat races to earn a possible 15 points with the top six going to the A main, the next six going to the B main, and so on. It was democracy on wheels as each of the 19 riders on hand made it to a main event.

Historically, Schwartz has fared poorly in this race. At the summer long track he finished second to Cook. Last year, he could only win the consy; in 1980 he was fifth, and in 1979, fourth. It was great to see him finally turn things around.

Although Schwartz entered the main event unbeaten, his bike had been noticeably sick, sputtering down the straightaways, but luckily far ahead of his rivals. King, Cook and Buddy Robinson also made it to the main unbeaten. Virtually every heat race was won with about one quarter mile to spare, as dicing remained a memory of September past. Even Cook was more subdued than usual, performing but modest (for him) wheelies as he came across the finish line with a foot and a fist in the air.

Schwartz had his mechanical problems sorted out by the main. And how. Cook, off the pole, got the gate and cruised smoothly to the lead by turn one with King trailing by a few lengths. Meanwhile back in the pack, Schwartz didn't get such a hot start, then did a wheelie about halfway to turn one, bobbled, saved it, then got an unreal drive, buzzed around King and then around Cook on turn two, and started to pull away. King completed the sandwich job by muscling by Cook on the inside. Cook never recovered. Schwartz built and maintained a 10 length lead for the remainder of the three-lap race. It was the Boogaloo Kid's first major U.S. title. And yes, it'll even look better on his resume than the 1980 Ventura Track Championship.

After Cook, the next best local was Greg Ayers, who was fourth. In the B main, Ed Castro passed Tom Morley and Jim Turner by turn two to take the win.

Not to put a damper on Schwartz's good night, but the race was, in a real sense, cause for alarm for American long track speedway. The 19 riders on hand for the event were a far cry from the nearly 40 riders that competed in 1981. The top stars, for a variety of reasons, stayed away in droves, most notably U.S. National Champ Shawn Moran. Just two years ago, *every* BSL-based American rider was at Ascot the first week of November. Also this year, a number of the top locals did not ride.

Without these riders, there are just not enough experienced long track riders to put on a decent show. But since there was a good turnout of hardcore speedway fans, perhaps Ascot could sponsor a monthly quarter-mile race next year. That way, with plenty of practice for the riders, when the long track rolls around next November — look out! The way it is now, Ascot is too radical for most after a season at the little tracks.

Usually, the long track means the end of speedway until March. But this year — Merry Christmas — there will be another speedway race on Dec. 3. It will be indoors at the Long Beach Arena, and it will be on concrete (ouch). For more information, call 213/436-3636.

Results

A MAIN EVENT: 1. Bobby Schwartz; 2. Lance King; 3. John Cook; 4. Greg Ayers; 5. Buddy Robinson; 6. Ron Blanton.

B MAIN EVENT: 1. Ed Castro; 2. Guy Ermolenko; 3. Tom Morley; 4. Rocky Robinson; 5. John Gant; 6. Jim Turner.

C MAIN EVENT: 1. Shane McDonald; 2. Joe Kreisberg; 3. Steve Elstins; 4. Tim McCasland.

Webb bad at Checkpoint's mountain enduro

By Jim Bowman

GORMON, CA, NOV. 7

Dirt Bike Magazine's Tom Webb took his second win of the weekend today at the District 37 Bad Mountain enduro, hosted by the Checkpoint Motorcycle Club. Webb won the District 36 Cowbell enduro in northern California yesterday and then made the trip down south to win by the same four point margin over Jon Miller today. It wasn't a bad weekend for Miller either, as he was third overall at the Cowbell and first Open A both days.

The 1982 Bad Mountain enduro turned out to have almost as many surprises for the Checkpoint members as for the riders. The first of these surprises was the fantastic turnout. With only 160 riders signed up as of the drawing, it was with mixed joy and regret that the club filled up to the maximum of 350 riders today and had to close entries. The Checkpoints didn't expect this big of a turnout and apologize to those riders who made the trip and couldn't ride.

Both the Checkpoint members and the riders were impressed with the success of the first loop of the course. The first loop was advertised to be easy and laid out with the C rider in mind and the results supported that.

Robert Bortree rode his Yamaha 465 to first overall C and a score of one minute and six seconds, just seven seconds better than the Four-stroke C winner Ed Bresnit and 32 seconds better than 250cc C winner David Dobbins. Greg Silberg won the Senior C class with a four point loss and Shauna Hopkins won the Women's C class after losing 18 points.

The C riders only went one loop and that presented some new problems and surprises for the B and A riders that went two. Since C riders were only going one loop, many new riders decided to sign up as B riders so that they could ride both loops. The result was some awful bottlenecks on the second loop.

The bottlenecks occured on uphills and on the locally famous 10-try hill in particular. As the loop was laid out by Bob Lindgren on a PE175 and Tracy Walters won third overall on a Kawasaki 250cc street bike, the hill was by no means impassable, but was obviously a little much for the congestion of an enduro. The riders did find a more pleasant surprise past check three, though.

For those who had a chance to take advantage of the 20 minute reset past check three, there were a bunch of Pepsis stored in the water trough there. After two more timekeeping sections, the riders would enter the final test and race for the finish.

Making up the rest of the A class winners, and heading up the B class victors, were Bill Fullmer Jr (200cc A), Ryan Gifford (Four-stroke A) and Peter Smith (Old Timer A). Because of the bottlenecks, the B scores were much higher than the A scores as the B overall went to Randy Daugherty with a 35 tally in the Open B class.

Some of the riders were a little amazed at what seemed to be a helicopter squadron above the course today, but it was a single jet-powered unit that belonged to the Ventura County Sherriff's office. The helicopter was brought in to help out with an injured rider, but stuck around to do a little spectating. If we could just offer similiar seats to everyone, wouldn't this be the sport to watch!

The Checkpoint M.C. would like to thank the Forest Service for their help in putting on the event.

Also, congratulations to club members Grant and Garner Palenske who earned the 1982 Number one plates in the Open and 250cc classes, respectively. This is the third year for Garner, the second for Grant and they're both happy to be bringing these plates back to their number one sponser, Maico. Harry Keast sewed up the Senior Number One plate.

Unofficial Results

OVERALL: 1. Tom Webb (KTM); 2. Jon Miller (Hus); 3. Tracy Walters (Kaw); 4. Bill Fullmer Jr. (Yam); 5. Mike Garrett (Yam); 6. Jerry Hibdon; 7. TIE: Ryan Gifford (Hon)/Peter Smith (Hus); 9. Mike Godfrey (Hon).

OPEN A: 1. Jon Miller (Hus); 2. Steve Smith (Yam); 3. Mike Harvey (Yam).

250 A: 1. Tracy Walters (Kaw); 2. Mike Garrett (Yam); 3. Everett Angle (Hus).

200 A: 1. Bill Fullmer Jr. (Yam); 2. Jerry Hibdon; 3. Mike Godfrey (Hon).

4-STROKE A: 1. Ryan Gifford (Hon); 2. Norman Wykoff (Hon); 3. Larry Woodruff (C-A).

SR A: 1. Peter Smith (Hus); 2. Ron Fry (Yam); 3. Harry Keast (Mai).

OPEN B: 1. Randy Daugherty (Hus); 2. Heath Hibbard (Yam); 3. Bob Zullo (Yam).

250 B: 1. Jim Tripp (Hus); 2. Greg Barber (Mai); 3. Jack Simmernam.

200 B: 1. Rusty Adams (Yam); 2. Tom McAllister (Hon); 3. "Reed Valve" Johnson (Yam).

4-STROKE B: 1. Vernon Gabbert (Hon); 2. Fred Cole (Hon); 3. Byron Jenson (Hon).

SR B: 1. Art More (Yam); 2. Dennis Tooman; 3. Howard Smith (Yam).

WOMEN B: 1. D. Bell (Yam); 2. Candy Hand (Kaw); 3. Laurie Hammel (KTM).

OPEN C: 1. Robert Bortree (Yam); 2. G. Barber; S. Bell (Mai).

250 C: 1. David Dobbins (Hus); 2. Ed Black (Suz); 3. John Burkhart (Kaw).

200 C: 1. T. DeGoey (Hon); 2. Clifford Sharp (Kaw); 3. B. Davies (Hon).

4-STROKE C: 1. Ed Bresnit (Hon); 2. Steve Hermann (Hon); 3. Dick Parker.

SR C: 1. Greg Silberg (Yam); 2. Paul Breakbill (Hon); 3. Hugh MacDonald (Hus).

WOMEN C: 1. Shauna Hopkins; 2. Anne Crawshaw (Hon); 3. Kim Cain (Yam).

Post, Reynosa take two ARRA class championships

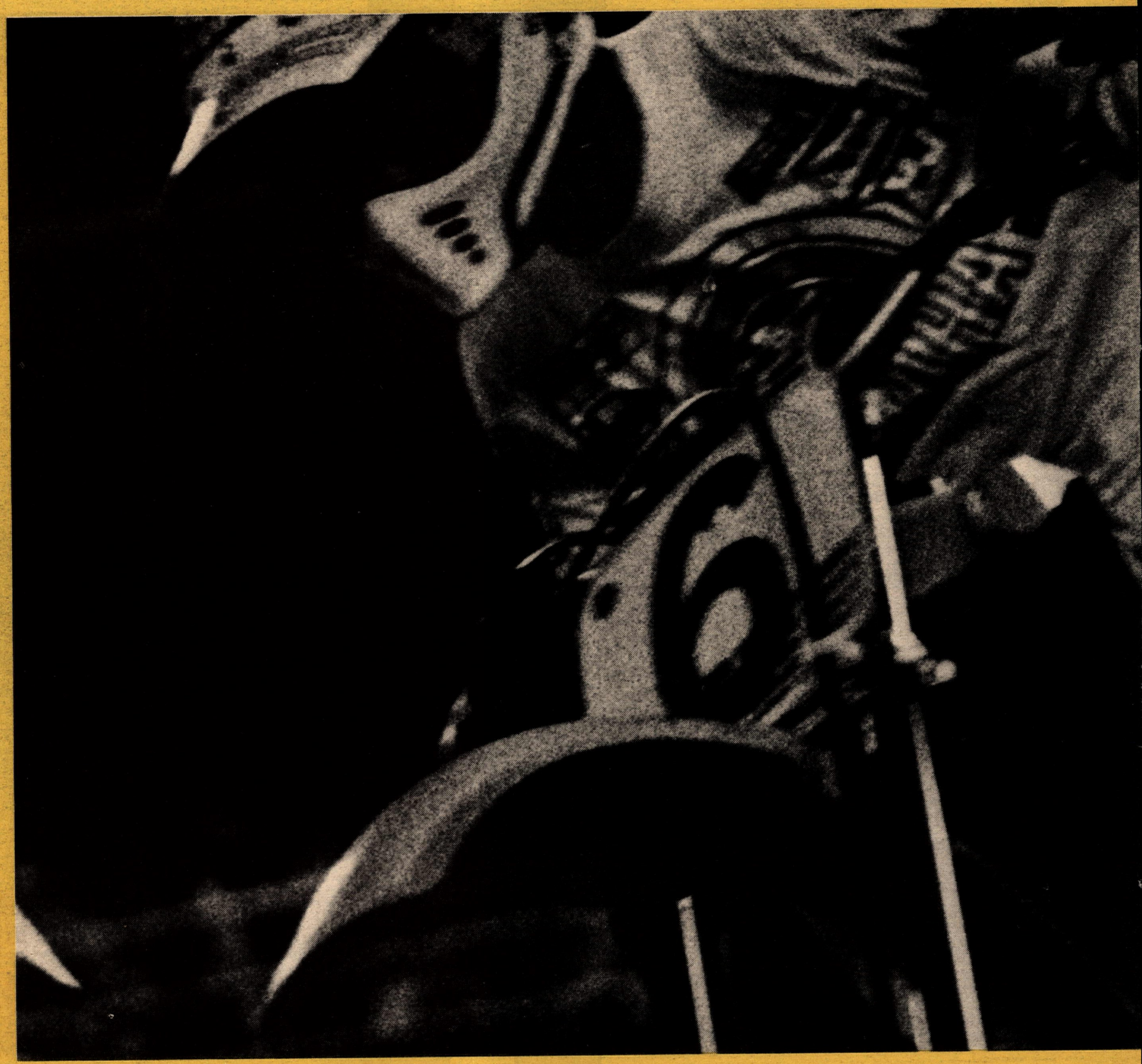
By Lori Tyson

WILLOW SPRINGS, CA, NOV. 7

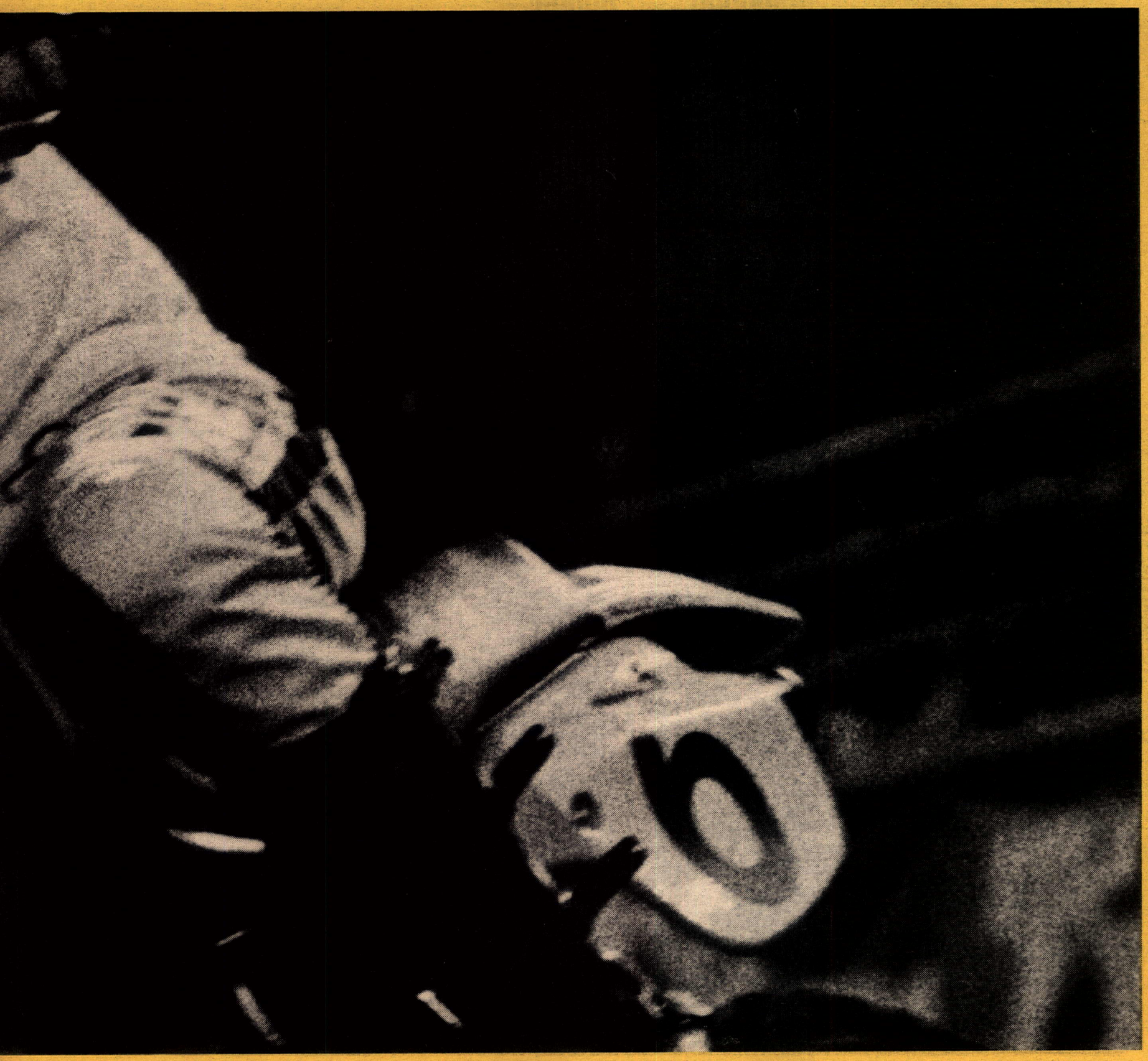
With a conservative fifth place finish, Aaron Post wrapped up the 1982 600cc Production championship and the Number One Plate for 1983 at the last American Road Racing Association race of the 1982 season. Post also won the 600cc Box Stock championship, taking fourth in that race.

Now, fourth and fifth places are not Aaron's usual style, but when you find out that he's riding with a bent motorcycle and a painful broken foot thanks to a high speed crash at

(Continued to page 26)



Broc Glover went so fa
he left the stadium wit



st in San Diego, hout his bike.

Broc Glover had everything he needed to win the San Diego Supercross. A hometown crowd, a great start, up to a 12 second lead during the race and a boxstock 1983 YZ250.

And as soon as he won, he gave away the bike. To the Godfather Pizza Company.

Now they're going to give it away. To you. Maybe.

All you have to do is enter their drawing and wait.

Of course, if you don't like waiting, you can drop by your nearest Yamaha dealer and ask for a 1983 YZ250. You'll get all the advantages that come with Broc's bike and one that doesn't.

The only thirty day warranty offered by any manufacturer.*

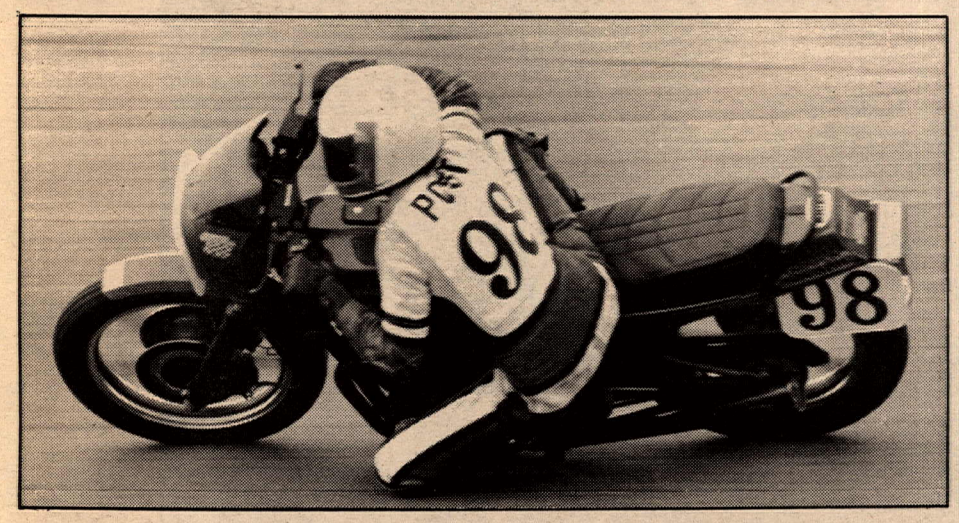
YAMAHA

THE WAY IT SHOULD BE.™

**See your Yamaha dealer for complete details.*

Western hotline

Gary Bowman claimed the SSM 125cc Pro win after a tough battle.



Aaron Post wrapped up the ARRA number one plate at Willow Springs.

(Continued from page 23)
the last race, it's quite impressive.

Earl Roloff was also impressive, he entered five races, won four of them, and took second, to Whitney Blakeslee, in the fifth.

In the 750cc Box Stock class, Roloff and Mike Krolick mixed it up. Earl was right on Mike's tailpipe until the last turn of the last lap, when Roloff pulled a classic turn nine pass to grab the win. Earl has done very well this year, his first as a road racer.

Steve Reynosa took two more easy wins 600cc Super Street and 600cc four Stroke GP, taking the championship in both classes, on the Curt Jordan-tuned Honda that has kept him undefeated for months now.

Doug Toland took the holeshot in the 600cc Box Stock, but was in for an unexpected battle with French Canadian racer Michel Mercier. Mercier shadowed Toland until the halfway point of the race, but Mercier's unfamiliarity with the track showed, and Toland started to pull away, leaving Michel to take second.

Walt Nitto should have stayed home in bed instead of racing. After taking second in 600cc Super Street, he crashed in 600cc Production. But that wasn't enough for him. He fixed up the bike and went out in 600cc Box Stock, but only made it as far as the fourth lap before he and another rider fell off again. But luckily both were unhurt.

Bob Rodrick was looking good as he took his amazingly fast RD400 to the 450cc Super Street and 500cc GP wins. Earlier in the year Rodrick won Open GP with the same machine.

In the Vintage and Classic race, ARRA starter Glen Hobbs battled Mick Ofield, both men mounted on classic Nortons. Hobbs ended up with the win after a good show. Bill Burdett and Chris Scott diced it up for third overall and at the finish were side by side, with Scott finishing first, but Burdett still winning his class.

This year has not been the best of years, with a lot of motorcycle people (and quite a few car racers) lost or seriously injured. Mike O'Brien and Mark Remond will not be forgotten by those of us who knew them. Next year, hopefully, will be better.

Results

VINTAGE I: 1. David Fiorelli (BSA); 2. Marc Johnson; 3. Ike Winchell (Ari).
VINTAGE II: 1. Bill Burdett (Nor); 2. David Breetwor (BSA).
CLASSIC I: 1. Mark Smith (Nor); 2. Mike Coggins (BSA); 3. Ken Canaga (Nor).
CLASSIC II: 1. Glen Hobbs (Nor); 2. Mick Ofield (Nor); 3. Chris Scott (Nor).
450 SUPER STREET: 1. Bob Rodrick (Yam); 2. Jim Collins (Yam); 3. Jay Tanner (Yam).
600 SUPER STREET: 1. Steve Reynosa (Hon); 2. Walt Nitto (Kaw); 3. A.J. Aschenbrenner (Kaw).
750 BOX STK: 1. Earl Roloff (Kaw); 2. Mike Krolick (Kaw); 3. Jeff Gehrs (Kaw).
OPEN BOX STK: 1. Bill Kinney (Suz); 2. Bruce McFarland (Suz); 3. Kirk Ochwat (Suz).
100 GP: 1. Royce Flora (Hon); 2. Dusty Behrman (Hon).
125 GP: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Richard Lovell (Hon).
200 GP: 1. Richard Trask (Hon); 2. Earl Smith; 3. Denny Frye.
FORMULA 4: 1. Richard Trask (Hon); 2. Don Hale (Yam); 3. Jerry Laughlin (Hon).
250 PROD: 1. Dan Diaz (Yam); 2. Robert Pritchard (Yam); 3. A.J. Parks (C-A).
250 SUPER STREET: 1. Dan Diaz (Yam); 2. Robert Pritchard (Yam); 3. A.J. Parks (C-A).
600 4-STROKE GP: 1. Steve Reynosa (Hon); 2.Kenny Kopecky (Kaw); 3. Rick Hanley (Kaw).
900 4-STROKE GP: 1. Tony Guest (Duc); 2. Martin Sharpe (Kaw); 3. Mick Ofield (Nor).
OPEN 4-STROKE GP: 1. Whitney Blakeslee (Kaw); Earl Roloff (Kaw); 3. Graham Miller (Kaw).
50 PROD: 1. Terry Maves (Kaw).
50 GP: 1. Ed Toomey (Kaw); 2. Dylan Code (Kaw); 3. Earl Smith (Kaw).
250 GP: 1. Mike Haller (Yam); 2. Bryan Chono (Yam); 3. Tom Sera (Yam).
500 GP: 1. Bob Rodrick (Yam); 2. Jay Tanner (Yam); 3. Clint Whitehouse (Yam).
OPEN GP: 1. Whitney Blakeslee (Kaw); 2. Eric Paloheimo (Yam); 3. Jim LaBine (Hon).
600 PROD: 1. Earl Roloff (Kaw); 2. Doub Toland (Kaw); 3. Mike Mercier (Kaw).
750 PROD: 1. Mike Krolick (Kaw); 2. Martin Sharp (Kaw); 3. Denny Fryer (Hon).
OPEN PROD: 1. Earl Roloff (Kaw); 2. Bruce McFarland (Suz).
125 GP: 1. Tom DeWitt (Hon); 2. Len Gambo (Hon); 3. Marty Anderson (Hon).
450 PROD: 1. Clint Whitehouse (Yam); 2. Mark Capell (Yam); 3. Jeff Braucht (Yam).
750 SUPER STREET: 1. Tony Guest (Duc); 2. Howard Monise (Yam); 3. Rob Radel (Kaw).
OPEN SUPER STREET: 1. Earl Roloff (Kaw); 2. Graham Miller (Kaw); 3. Earl Campbell (Duc).
450 BOX STK: 1. John Thornton (Yam); 2. Rick Soloway (Yam); 3. Phillip Smith (Yam).
600 BOX STK: 1. Doug Toland (Kaw); 2. Mike Mercier (Kaw); 3. Jim Poet (Kaw).

Bowman tops Dubach in classic 125cc Pro battle

By Terry Whytal

ORANGE, CA, NOV. 6

Suzuki riders Doug Dubach and Gary Bowman provided spectators at this weeks Saturday Saddleback Motocross race with plenty of exciting 125cc Pro action. The riders dueled throughout most of both motos before Bowman finally took the win.

Bowman gated well in the first moto with Dubach stuck in traffic. Dubach got on the gas within a few laps, however, and worked his way past Honda's Dave Berger and Yamaha pilot Rik Neilsen.

Dubach dueled with second place Johner Kight, on a Honda, for a few laps, then closed in on Bowman. Bowman kept the gas on and held off Dubach's charges for a few laps before dropping to second. Dubach went on to win the moto.

Dubach and Bowman led the field early in round two with Bowman holding a small edge over Dubach in the early laps. Dubach's Suzuki developed an exhaust leak and began to slow near the halfway point, and Bowman powered away with the win and overall victory. Dubach went home with the second place cash and Kight picked up third.

Suzuki rider Gary Dircks held off a determined charge by Suzuki-mounted Tony Gomez to top the 250cc Pro class with a 1-1 score. Dircks controlled the action up front for most of both motos, but Gomez made strong come-from-behind drives to nearly unseat Dircks after Yamaha rider Vince McMahon DNF with mechanical problems. Honda rider Andy Guth rounded out the top three.

Maico rider Alan Olson dominated the Vet Expert class today in spectacular fashion. Olson opened up commanding leads in each moto and nearly lapped the field en route to his victory. Maico-mounted Marino Bastionell finished in the runner-up position while Bille Ham took third on another Maico.

Results

OPEN PRO: 1. Jeff Conlin (Hus); 2. Don Griewe (KTM); 3. Gregg Young (Yam).
250 PRO: 1. Gary Dircks (Suz); 2. Tony Gomez (Suz); 3. Andy Guth (Hon).
125 PRO: 1. Gary Bowman (Suz); 2. Doug Dubach (Suz); 3. Johner Kight (Hon).
OPEN INT: 1. George Wagner (Yam); 2. John Gannon (Mai); 3. Robert Sena (Suz).
250 INT: 1. Rusty Hannah (Suz); 2. Ken Campbell (Kaw); 3. Mike Watson (Yam).
125 INT: 1. Jim Turner (Suz); 2. Jeff Scott (Suz); 3. Bill Clemson (Yam).
OPEN NOV: 1. Steve Maroulo (Yam); 2. James Papp (Yam); 3. Sam Bodenbender (Hon).
250 NOV: 1. Gary Renko (Suz); 2. Steve Musil (Hon); 3. William Noble (Suz).
125 NOV: 1. Glenn Tucker (Hon); 2. Kevin Valenti (Hon); 3. Ed Metro (Yam).
250 BEG: 1. Steve Remy (Yam); 2. George Vlach (Yam); 3. Dave Correa (Yam).
125 BEG: 1. Perry Ferguson (Suz); 2. Gary Welles (Suz); 3. Steve Riggins (Yam).
VET EX: 1. Alan Olson (Mai); 2. Marino Bastionell (Mai); 3. Bill Ham (Mai).
VET INT: 1. John Tartaglia (Mai); 2. Steven Clark (Mai).
VET NOV: 1. Phillip Gibson (Mai); 2. Bob Denman (Suz); 3. Chris Tuttobene (Yam).
MINI BEG: 1. Mark Gabriel (Kaw); 2. Mark Massotto (Kaw); 3. Josh Niday (Kaw).

Benavidez cruises at Great Pumpkin GP

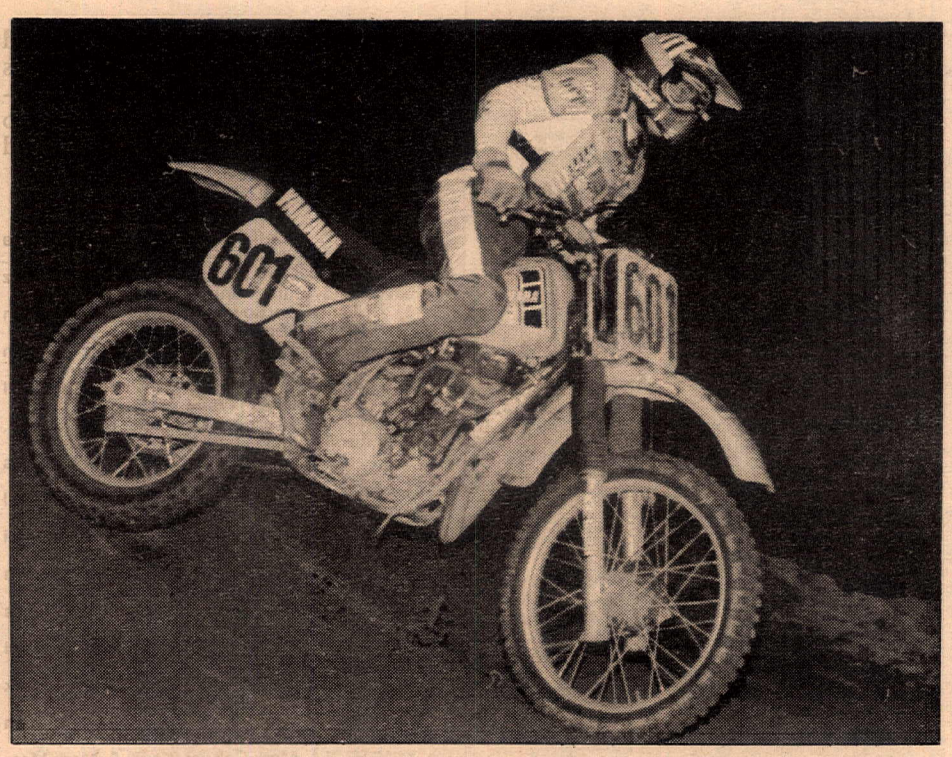
By Kit Palmer

CORONA, CA, OCT. 31

Because of the previous day's rain storm, what was thought to be a Sunday spent sloshin' around in the mud, turned out to be a sunny and almost dust-free day of racing at Corona's Great Pumpkin Grand Prix. If you missed this year's GPGP, you missed one of the best grand prix R.A.C.E. has ever produced. One rider to take advantage of the best was Yamaha-mounted Juan "Burrito" Benavidez.

Benavidez's rampage began when he grabbed the straddle-the-front-wheel start, closely followed by Team Montoya's Robert Reisinger (Suz). In third was Brian Fry (Hon) while Greg Zitterkopf (Yam) and Randy Rodriguez (Mai) followed in third and fourth. Up front, Reisinger managed to keep within sight of Burrito, but the leader's pace was a bit too much for Reisinger to handle. Meanwhile, in 21st place after the completion of lap one was *Cycle World's* Don Griewe (KTM) but not for long. Griewe held the throttle wide-open until he had overtaken the third position by the fifth go-around. By this time Benavidez's lead had grown to a very comfortable margin over Reisinger. Benavidez went on to take the easy win followed by Reisinger, Griewe, Fry and Suzuki's Bob Elliot.

In the 250cc Pro class it was Scott Manning (Yam) who shot into the early lead while Jim Brodie (Hon) and Brad McLeod (Yam) pursued. On the warpath was Goat Breker aboard a Kawasaki. Breker, by the third lap, had managed to pass five riders to capture the second spot. There was still quite a distance between the first two runners, but Manning's Yamaha began running sour, so the gap narrowed to only a few feet. During the fourth lap, Breker took advantage of Manning's crippling machine to take over the lead. Soon after, Manning had to pull out of the race, handing second over to Malcolm Smith's Vince McMahon (Yam). McMahon, nearly dead last off the line, put together a very impressive ride by picking off riders, at least



Vince McMahon topped Corona's 250cc Pros despite a bad transmission.

20, until he found himself in the second position. Also putting in a fine ride was Clark Jones (Hon) who ran throughout much of the race in third and fourth and managed to end up with a third place finish. The win went to Breker while McMahon followed in a distant second. Fourth went to Dean Cates (Hon) while McLeod settled for fifth.

Vince invincible at Corona MX

By Kit Palmer

CORONA, CA, NOV. 5

Malcolm Smith's Vince McMahon (Yam) put in two astounding rides to capture the win in the 250cc Pro class at tonights motocross at Corona Raceway. What made McMahon's dual moto wins so impressive was his use of only first and second gears in his Yamaha.

In moto one McMahon rocketed into the lead ahead of Jerry Black (Suz), Anaheim Suzuki's Chris Fleming (Suz) and Yamaha of Cucamonga's Rick Vanderham (Yam). Within a few laps, McMahon stretched his lead to a comfortable margin while Riverside Suzuki's John Mazzacane (Suz) and Suzuki Country's Duane Mapes (Suz) began making their way up through the field. By the half-way point, McMahon developed transmission problems with third gear, eventually losing complete use of the gear. However, the handicapped leader manager to make the best of what he had to hold on and take the win. Second went to Black while Mazzacane and Mapes followed in third and fourth.

In the second moto, McMahon had no choice but to ride his crippled bike in hopes of at least placing in the standings — and place he did. Even with only two gears, McMahon screamed to a sixth place start, far behind the leaders Fleming and Vanderham. Vanderham went down in the stadium whoops, dropping out of the race. All eyes were fixed upon McMahon as he picked off one rider at a time until he found himself in the lead with three laps to spare. Fleming took second followed by Mapes, Black and Mazzacane.

Although he didn't even win a moto, Wylie Eng (Yam) walked away with the gold in the 125cc Novice class. Eng used a 3-2 combination to edge out the 2-3 tally of second place finisher Greg Kopp (Yam). Eng cruised in second all but the last lap in the first moto, when Kopp snuck by. The moto win went to Suzuki Country's Dale Himmelreich (Suz).

The second moto win was taken by Bobby Pina (Yam) while Eng and Kopp followed in second and third.

Results

60 PEE WEE: 1. Brandon Sperling (Kaw); 2. Dan Brechtel (Yam).
60 PEE WEE: 1. Jeremy Applegate (Yam); 2. Tyson Daniel (Yam); 3. Dan Balon.
MINI BEG: 1. David Foltz (Yam); 2. Jim Barberie (Suz); 3. Donny McGlaughlin (Yam).
MINI BEG: 1. Jon Moerko (Yam); 2. Chris Winkler (Kaw); 3. Rich Divito (Yam).
MINI NOV: 1. John Abright (Yam); 2. Orlando Delfin (Kaw); 3. Lenny Guyett (Yam).
MINI INT: 1. Alex Mansfield; 2. Bryant Petrie (Yam).
125 BEG: 1. Ron Norlund (Yam); 2. Keith Pakumo (Suz); 3. Billy Baker (Yam).
125 NOV: 1. Wylie Eng (Yam); 2. Greg Kopp (Yam); 3. Dale Himmelreich (Suz).
125 INT: 1. Tony Rodriguez (Kaw); 2. Bruce Harcrow (Suz); 3. Bob Bott (Kaw).
125 PRO: 1. Brent Blount (Suz); 2. Denny Donelson (Kaw); 3. Scott Wilkinson (Suz).
250 BEG: 1. Mike Celano (Yam); 2. Geoff Pittse (Yam); 3. John Forman (Suz).
250 NOV: 1. Chris Anderson (Hon); 2. Mark Romero (Suz); 3. Brent Rouhe (Suz).
250 INT: 1. Rusty Toflinger (Yam); 2. Tony Spear (Suz); 3. Scott Miller (Yam).
250 PRO: 1. Vince McMahon (Yam); 2. Jerry Black (Suz); 3. Chris Fleming (Suz).
500 BEG: 1. Ralph Mendenhall (Hus); 2. Greg Johns (Mai); 3. Gary Vinson (Hon).
500 INT: 1. Ron Lawson (Mai); 2. Robin Busse (Yam); 3. Bill Silva.
500 PRO: 1. Leo Saul (Yam); 2. Robert Tippit (Yam).
VET: 1. Gary Charters (Suz); 2. Karl Scanlan (Yam); 3. Jay Hattabaugh (Suz).

Metzger hauls at DeAnza Motocross

By Kit Palmer

SUNNYMEAD, CA, NOV. 7

Suzuki Country's Ted Metzger (Mai) came out on top of the Open Novice class after a roller-coaster battle for the lead in the first moto and a start-to-finish victory in round two. Metzger's biggest threat was Yamaha-mounted Greg Roberg, who managed second overall.

The big-bore's went at it through the first turn. After the pack situated itself on the new, reversed race course, Roberg had control of the lead. In pursuit of the leader was Metzger, Fred Clayton (Hon), Keith Meggs (Hus) and Tim Clayton (Suz). For the next three laps Roberg and Metzger fought for the lead, never spreading over a bikelength apart. By the end of

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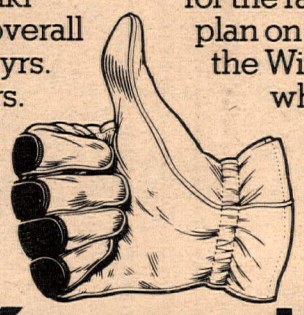
Any Kawasaki rider taking the overall win in 65 cc (7-11 yrs. old), 85 cc (7-11 yrs. old), 85 cc (12-15 yrs. old) or 125/250 (combined class) gets the bond.



The parent or mechanic gets the check.

And, as usual, the Team Green guys will be there with good parts, good tips, and Good Times.

So if you plan on making a trip to Florida for the races, and if you plan on making a trip to the Winner's Circle while you're there, then you can plan on a third trip.

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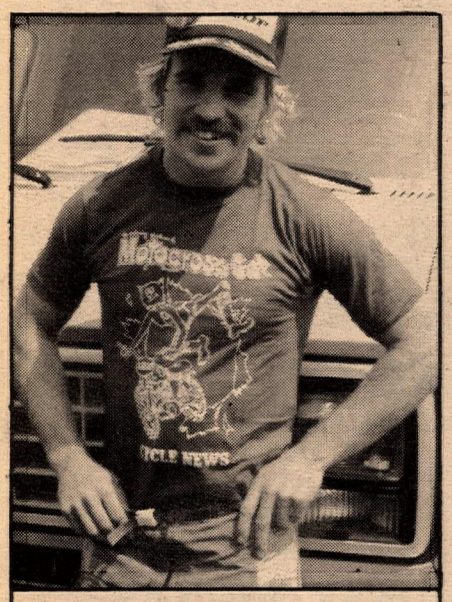
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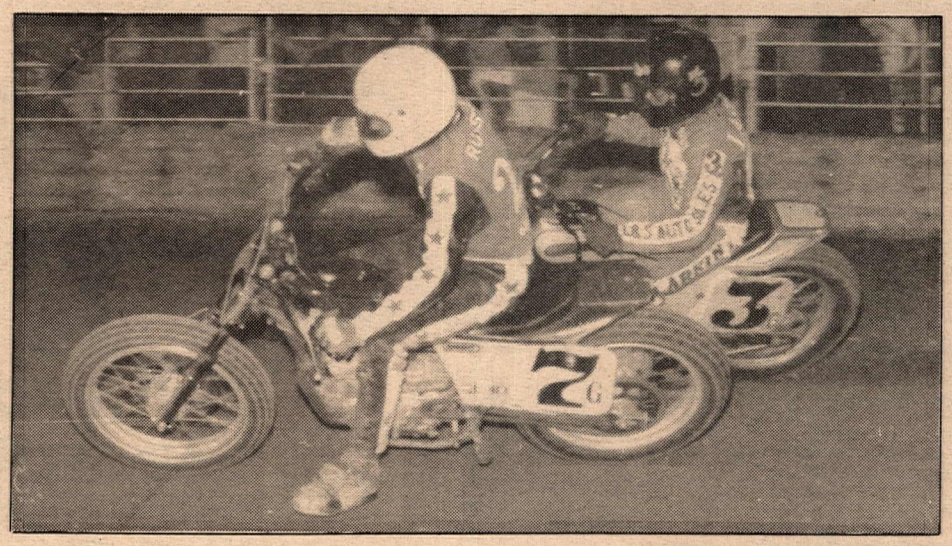
(Above) Spirited action at DeAnza Cycle Park. (Below) Bob Russell and Open A winner Kelly Larkin dice in the Arizona state fair ST.



lap four, Metzger found a way past Roberg and took over the lead. However, Metzger's lead was short-lived. Two laps later, the new leader went down handing the top position back to Roberg. Metzger's mishap cost him some time on Roberg, but the Maico pilot narrowed the margin. Time was on Roberg's side. He went on to take the win ahead of Metzger. Tim Clayton managed to sneak past both F. Clayton and Meggs for third while Meggs held on for fourth.

The second moto was Metzger's as soon as the gate touched the ground. Roberg stayed close enough to the leader to threaten, but the moto win and overall victory went to Metzger. Roberg settled for second while third went to 5-3 finisher Dennis W. Adams (Yam).

In the Mini Novice class Mike Sandanc (Suz) emerged on top after completing both motos with a win. Sandanc had to defend his lead from hard charging Riverside Suzuki rider Mike Michetti in the first moto, winning only by inches.

In moto two, Michetti had control of the race until the final lap, when Sandanc made his move on Michetti to overtake the lead and overall. Michetti took second while third and fourth went to Dean Keeling and West Coast Furniture's David Church (Suz).

Results

PEE WEE: 1. Edwards Moraga (Yam); 2. Tony Espinoza (Yam); 3. Lee Ford (Yam).
PEE WEE: 1. Mike Metzger (Yam); 2. Louie Poreider (Hon); 3. Shawn Jiminez (Yam).
JR CYC: 1. Ryan Doty (Yam); 2. Jacob Swain (Hon); 3. Mike Metzger (Yam).
MINI BEG: 1. John Scarberry (Yam); 2. Frank Fierro (Hon); 3. Richard Geraghty (Yam).
MINI NOV: 1. Mike Sandanc (Suz); 2. Mike Michetti (Suz); 3. Dean Keeling.
MINI INT: 1. Mike Fitzgerald (Hon); 2. Walter Armendariz (Suz).
125 BEG: 1. Casey Montgomery (Yam); 2. Gerald Reid (Yam); 3. Robbie Dunham (Suz).
125 NOV: 1. Pat Vernola (Suz); 2. Jeff Bua (Suz); 3. Tim Dale (Suz).
125 INT: 1. Jim Pearson (Suz); 2. Doug Davison (Suz).
250 BEG: 1. Roger Hawkinson (Kaw); 2. Mike Allen (Hon); 3. Jim Meng (Yam).
250 NOV: 1. Mark Valentino (Kaw); 2. Jeff Frandsen (Hon); 3. Andy Sizbery (Yam).
250 INT: 1. Tony Spear (Suz); 2. Larry Dimmitt (Suz); 3. Kit Palmer (Suz).
250 PRO: 1. Craig Gormley (Yam); 2. Duane Mapes (Suz); 3. Ricard Hoffman (Yam).
OPEN BEG: 1. Bruce Watts (Hon); 2. Dave Hall (Yam); 3. Ray Flacon (Yam).
OPEN NOV: 1. Ted Metzger (Mai); 2. Greg Roberg (Yam); 3. Dennis W. Adams (Yam).
OPEN INT: 1. Rodger McCube (Suz); 2. Ruben Falcon (Yam).
OPEN PRO: 1. Gary Gonzales (Mai); 2. Leo Saul; 3. Pete Vetrano (Hon).
VET JR: 1. Pat Dale; 2. Goward Keeling (Suz); 3. Res Reese (Hus).
VET SR: 1. William Cline (Suz); 2. Ed Michetti (Suz).

Thompson, Larkin win at Arizona State Fair

By Peggy Stewart

PHOENIX, AZ, NOV. 4

Tonight was the night of racing that happens only once a year. It was the annual short track race held during the State Fair. Jon Sellers did a fantastic job of preparing the track, as it was the best that anyone could remember it being. All the classes were full. The 250cc class had four heats of riders, and the Open class had three. Riders had to finish in either first or second in their heats or semis to ride the A main, otherwise they had to qualify to run the B main.

The 250cc A main found Rick Witte taking on the job of being "leader of the pack" off the start. Guy Warner followed close behind. Out of turn three Warner broke loose, causing a three-bike crash that included himself, Darin Balderston, and Rick Williams. The race was stopped, as Balderszton had to be checked for injuries. All riders were able to make it to the start line for the restart. This time it was #3X, KRW-ATK sponsored Roger Thompson from southern California taking the lead. Thompson had plenty of breathing room. He stretched out his comfortable lead to take the checkered flag. The rest of the riders were so close, that at times you couldn't tell who was in what place. Dave Robinson tried to hold his number two spot, but Bryan Hayes was determined to slip by. Hayes and Robinson did hold off the other riders to finish in second and third.

Bob Russell and Kelly Larkin both tried for the holeshot in the Open A main. Russell, however, didn't feel like sharing this honor, so he proceeded to take the lead. Russell and Larkin managed to get a small lead over Pat Antonides. Roger Thompson moved his way through the pack to take over fourth. Just past the halfway mark of the race, Russell dumped his bike coming out of turn two, and ended his riding for the night. Larkin moved into first, with Thompson getting by Antonides to take second.

The 250cc B main saw Victor Hensley lead the race from start to finish. The action in this race was for second through fifth. Joe Schneider had heavy pressure from behind, but held firm to take second. Craig Martin did some great riding, as he moved from seventh to third. Randy Jacobs and Donnie Norman had to settle for fourth and fifth.

Shaun Larkin, who hasn't been riding his Open bike in awhile, grabbed the holeshot in the Open B main. Bart Beninati grabbed second, Virgil Zumstein third, and Dave Robinson fourth. Larkin stayed in front and breezed through a nice win. However, the same was not true for the next three spots. Coming to the checkered flag, three riders were side by side. Beninati, Zumstein and Robinson all fought to get the number two spot, but it was Zumstein by an inch for second place, Beninati in third, and Robinson in fourth.

Results

250 A MAIN: 1. Roger Thompson; 2. Bryan Hayes; 3. Dave Robinson.
OPEN A MAIN: 1. Kelly Larkin; 2. Roger Thompson; 3. Pat Antonides.
50 B MAIN: 1. Victor Hensley; 2. Joe Schneider; 3. Craig Martin.
OPEN B MAIN: 1. Shaun Larkin; 2. Virgil Zumstein; 3. Bart Beninati.
CONSOLATION RACE: 1. Mike Stewart.

Rosenberg, Frampton power at Dunes' Stadiumcross

By Bob Alloy

VALENCIA, CA, OCT. 24

There were many different discriptions of the new outdoor stadium at Indian Dunes' Old Timers motocross. All the way from, "I'm going home" to, "This is really great." One thing you can say is that it's different. The track has about everything, from triple stadium jumps to a water jump which turned into gooey mud, which many Old Timers experienced quite a bit of.

Thirty-one Old Timers gave the new track a real workout. We were given seven laps the first moto, but because there were 16 races we were cut down to six laps on the second moto.

Dennis Rosenberg took the holeshot and the lead for two laps in the Masters class. Then Dennis developed problems and Lynn McGraw came up and won the moto five laps later. Dennis held on for second.

In moto two, Rosenberg again took command of the lead and kept gassing his Honda faster and faster to win. Lynn McGraw was in with second.

Junior Master's Dick Frampton, our president, knows how to put in a good, fast race on a tough track. He won the overall with a 1-1. Dick Mosley took the lead in both motos and finished second overall.

Don Young grabbed the Expert's lead in moto one for one lap, and then Cal Browning had a go at the lead for two laps. Next it was Asker Larnkjaer, after a mid pack start, who gassed into the lead. Larnkjaer crossed the checkered flag with the win. Cal Browning held on to second.

Bob Beasley rocketed his Yamaha into first at the start of moto two, and for three laps he dominated the action. Gabe Gutierrez was next to last on the start, but he moved up quickly and took the lead — which he carried to the finish for first. Beasley got through all those jumps in time to take second.

Dale Calhoun was the Amateur to beat in moto one. Dale led all the other Amateurs to the first turn. For six laps he was the fastest man out there, but on the white flag lap, Timothy Goldrick passed him and took the win. Kurt Sofka passed several others to get the second place win. Al Smith was third at the start and third at the finish.

For moto two, Dick Burley, who had his problems in moto one, made a clean sweep and took the moto. Timothy Goldrick knows how to handle all those stadium jumps and the result was a second place standing. Vito Adragna had some problems with a double stadium jump in moto one, but blasted to third place the second time.

Results

MASTERS: 1. Dennis Rosenberg (Hon); 2. Lynn McGraw (Hus).
JR MASTERS: 1. Dick Frampton (Mai); 2. Dick Mosley (Yam).
EX: 1. Bob Beasley (Yam); 2. Cal Browning (Mai).
AM: 1. Timothy Goldrick (Mai); 2. Kurt Sofka (Suz); 3. Dick Burley (Hon); 4. Dale Calhoun (Hon).
NOV: 1. Dal Calais (Yam); 2. Oren Spahn (Suz); 3. Bill Qualls (Suz).

"Shoe," Conway battle at Saddleback

By Lee Taylor

ORANGE, CA, OCT. 31

For California Racing Club racers it was "trick or treat" time at Saddleback. The day, Halloween, and the track were packed with surprises. For starters, the International track was run backwards. Climbing Banzai, more than one rider found himself bailing and the styles were unique.

The 125cc Beginner contest was no exception. Brian Dolan battled a flock throughout both motos to take the overall. First time out, Dolan found himself in a three-way dice for third with Mark Wakiri out in front and Bill Robinson riding shotgun, both men Honda-mounted. Wakiri cinched his lead followed by Robinson and Dolan.

When the men blasted out of the gate in a last attempt to qualify for the San Diego Stadium race, Wakiri holeshot, bringing with him Perrin Perry in second and Dolan. It was a harrowing moto for the entire pack with bikes sliding backwards down Banzai before their riders and crews could catch them. With four riders stuck on the uphill, Perry took command and led the troops on home. Dolan was pressuring in the runner-up slot, trying to hold Mike Barker at bay.

When the checkered flag signaled an end to the madness, Dolan took home the gold with a 3-2 ride, Robinson cinched second place and Barker claimed third. All three men qualified and are preparing to duel in San Diego.

Mike Fisher, four months a 125cc Pro, came up from San Diego. His wish: To qualify for the Stadium race in his home town. Not only did Fisher qualify, but he and his Honda brought home the gold. His first win as a 125cc Pro. Fisher battled Dennis Hulen, Tracy Meeks and a host of other Pros in his 2-1 ride.

As for the 250cc Pro contest, Mike Shoemaker emerged triumphant after one of the hairiest races of his career. "The Shoe" had to contend with Dan Conway of Texas, newly signed by Honda. Throughout both motos a tight race went down with Conway cinching the first moto and Shoemaker picking off the second moto win for the gold. Conway took home second place loot with third place money going to yet another Team Honda rider, Ed Arnet.

Results

60 NOV: 1. Joel Tokarsky (Yam); 2. Brian Payne (Yam).
60 STK BEG: 1. Paul Vlach (Yam); 2. David Hubert (Yam); 3. Don Burke (Yam).
80 TK NOV: 1. Steve Kendall (Suz); 2. Scott Murphy (Yam); 3. Bryan Pruitt (Yam).
80 STK INT: 1. Thayne Zito (Yam).
80 STK EX: 1. Eddie Hicks (Yam); 2. Mike Young Jr. (Yam); 3. Jeff Barbacovi (Yam).
80 MOD BEG: 1. Marvin Gaye (Kaw).
80 MOD NOV: 1. Scott Murphy (Yam); 2. Robert Makimoto (Yam); 3. Duane DeArman (Yam).
80 MOD INT: 1. Thayne Zito (Yam).
80 MOD EX: 1. Eddie Hicks (Yam); 2. Jeff Barbacovi (Yam); 3. Mike Young Jr.
100 BEG: 1. Mike Penta (Suz).
100 NOV: 1. Chuck Whitmore (Suz); 2. Brian Felix (Yam).
125 BEG: 1. Brian T. Dolan (Suz); 2. Bill Robinson (Hon); 3. Mike Barker (Hon).
125 NOV: 1. Kenny Clifton (Suz); 2. Dale Himmelreich (Suz); 3. Mike Bell (Suz).
125 INT: 1. Mike Moore (Yam); 2. Jerry Anker (Yam); 3. Sam Storer (Kaw).
125 PRO: 1. Mike Fisher (Hon); 2. Rob Brown (Suz); 3. Darryl Werner (Hon).
250 BEG: 1. Alan Kaplan (Suz); 2. Chris Kleczk (Yam); 3. Geroge Viachi (Yam).
250 NOV: 1. Chris Parker (Hon); 2. Paul Walmsley (Suz); 3. Kevin Hall (Suz).
250 INT: 1. Randy Owen (Suz); 2. Steve Adamson (Suz); 3. Rob Petrin (Suz).
250 PRO: 1. Mike Shoemaker (Hon); 2. Dan Conway (Hon); 3. Ed Arnet (Hon).
OPEN NOV: 1. David Tanis (Yam); 2. Robert Sena (Suz); 3. Paul Foster (Mai).
OPEN INT: 1. Mark Stubbs (Hon); 2. Ruben Falcon (Yam); 3. Karl Helmberg (Yam).
VET JR: 1. Ron Way (Hus); 2. Robert Dennard (Hon); 3. Rich Hansen (C-A).
VET INT: 1. Jody Weisel (Suz); 2. Bob Barr (Hon); 3. Dan Sanchez (Suz).
VET SR: 1. Alan Olson (Suz); 2. Ray Pisarski (Hon); 3. Bill Millar.

Winters takes combo-X

By Bert Valenzuela

SUNRISE VALLEY, CA, OCT. 30

Greg Winters took six laps to overhaul Ron Gibson at Sunrise Valley Cycle Park, but once he got in front of "Ol' Hoot" he never looked back. For the first 15 minutes of this 45 minute race, Gibson managed to hold off Danny Sanchez, Winters and Cal Stuebner rather handily. However, Greg passed Stuebner, then Sanchez and took off after Hoot. He zipped past the pride of Gator Products, and from there on it was all Winters as he tooled his "Suzi" round and round the new course.

Sam Groce beat his "Old" buddies Dave Wilson, Rick Sieman and Dennis Rosenberg, in that order, as he took the days honors for the Vets class. It was close for the first half of the contest, but Sam showed what clean living can do for a fella who's getting long in the tooth, by not fading in the final phase and winning handily.

John Placentia edged out Al Smith in the Vet Intermediates as Al led in the early going, but seemed to tire more than John in the latter stages. Jim Learnihan was the winner in the Novice wars, barely edging out Fred Collins and Chuck Rowe with Mike O'Leary fourth.

Cal Stuebner was second to overall winner Winters in the 250cc Intermediate race. He managed to hold off "Jammin' James" Lewis for the place spot.

Cal's bride Natalie edged out Bonny Collins and Mama-in-law Patti Stuebner to lead the Women's division. This young'n has no respect for her elders. Newcomer Cory Rosenberg looked real good (in more ways than one) as she tooled her Can-Am around the long course.

Intermediate Pat Vernola was the Mini winner as he beat Beginner Troy Moore across the line.

The crowd wasn't all that big, but it was happy and vociferous. A really fun time was had by all on this Halloween Eve.

Results

250 INT: 1. Greg Winters (Suz); 2. Cal Stuebner (Suz); 3. James Lewis (Hon).
VET EX: 1. Sam Groce (Suz); 2. Dave Wilson (Suz); 3. Rick Sieman (Mai).
VET INT: 1. John Placentia (Hon); 2. Albert Smith (Yam).
VET NOV: 1. Jim Learnihan (KTM); 2. Fred Collins (Yam); 3. Chuck Rowe (Yam).
WOMEN: 1. Natalie Stuebner (Yam); 2. Bonny Collins (Yam); 3. Patti Stuebner (Yam).
MINIS: 1. Pat Vernola (Suz); 2. Troy Moote (Yam); 3. Kris Collins.

Manneh mauls Barona Minis

By Rod Eschenburg

SAN DIEGO, CA, OCT. 17

"Bullet Bader" Manneh, astride his non-sponsored Yamahas, totally destroyed two good fields of Expert riders and a huge 105cc Open Mini field to emerge the outstanding rider today at Barona Oaks Raceway. Manneh went six for six with no real competition except in the first moto of the 105cc Open class where Suzuki R&D rider John Conney gave him a good run for several laps. Conney, however, was the victim of second place tie-breakers. South Bay Yamaha rider Mike Craig took second in the Stock Experts, and Team Green's Frankie Brundage did likewise in the 105cc Open class. Brundage then went on to tie-break Craig for second in the Modified Experts as the racing behind Manneh was, to say the least, torrid!

In Expert Motorcycle competition, Honda of Oceanside rider Billy Evans broke out of a point-standings deadlock, with teammate Mitch Palmer, by grabbing a first in the Stocks over a struggling Palmer. Ken Dunlap (Pacific Beach Honda) had an easy time of it in the Modifieds as the real battle was for the runner-up spot where Keith Craig (South Bay Yamaha) squeaked out a close one

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Although the 125cc Intermediates were down a little Sunday, we can't help but mention another great performance by Burger King Yamaha rider Chris Swift, who once again went four for four and may be an Expert before year's end.

The Novice classes produced a career first win for Bill Wiggins off a steady 2-2 effort in the Modifieds, and a very impressive sweep in the Stocks by Anthony DeBenedetti.

Going back to the Minis, out of town member Joey Mendoza (Kaw) parlayed two wins and two seconds to capture both the Stock and Modified 12-16 year old Novice classes; the Modifieds a tie-breaker over Tim Galceran. Steve Furuya (Yam) as also a double winner as he again swept both of the 9-11 year old Novice classes. Justin Rich pulled out a very close tie-breaker in the Modified Pee Wee class. Hey, these guys are really racing; spectators are staying at trackside now for Pee Wee motos instead of heading for the concessions!

Results

STK EX: 1. Bader Manneh (Yam); 2. Mike Craig (Yam); 3. John Conney (Suz).
MOD EX: 1. Bader Manneh (Yam); 2. Frankie Brundage (Kaw); 3. Mike Craig (Yam).
105 OPEN: 1. Bader Manneh (Yam); 2. Frankie Brundage (Kaw); 3. John Conney (Suz).
STK INT: 1. John Flores (Suz); 2. Mike Allen (Suz); 3. Ed Siler (Yam).
MOD INT: 1. John Flores (Suz); 2. Randy Brockett (Yam); 3. Mike Allen (Suz).
STK NOV (12-16): 1. Joey Mendoza (Kaw); 2. Anthony Gorin (Suz); 3. Steve Fox (Yam).
MOD NOV (12-16): 1. Joey Mendoza (Kaw); 2. Tim Galceran (Kaw); 3. Steve Fox (Yam).
STK NOV (9-11): 1. Steve Furuya (Yam); 2. Larry Lemire (Yam); 3. Kory Byers (Yam).
MOD NOV (9-11): 1. Steve Furuya (Yam); 2. Larry Lemire (Yam); 3. Kory Byers (Yam).
BEG: 1. Andy Norris (Kaw); 2. Don Stephensen (Yam); 3. Danny Eckard (Kaw).
125cc MOTORCYCLE CLASSES
STK EX: 1. Billy Evans (Hon); 2. Mitch Palmer (Hon); 3. Scott Richeson (Yam).
MOD EX: 1. Ken Dunlap (Hon); 2. Keith Craig (Yam); 3. Billy Evans (Hon).
OPEN: 1. Terry Fowler (Yam); 2. Ken Dunlap (Hon); 3. Rich Schulenburg (Suz).
STK INT: 1. Chris Swift (Yam); 2. Migeul Araryo (Suz); 3. Gil Ward (Suz).
MOD INT: 1. Chris Swift (Yam); 2. Ron Yonekura (Suz); 3. Mark King (Suz).
STK NOV: 1. Anthony DeBenedetti (Yam); 2. Bill Wiggins (Yam); 3. Loren Dimond (Kaw).
MOD NOV: 1. Bill Wiggins (Yam); 2. Tim Schos (Suz); 3. Anthony DeBenedetti (Yam).
BEG: 1. Todd Saylors (Yam); 2. Charley Burton (Suz); 3. Trace Paine (Yam).
JUNIOR CYCLE CLASSES
TK (9-11): 1. Tommy Clowers (Yam); 2. Kory Byers (Yam); 3. Bobby Moon (Yam).
MOD (9-11): 1. Tommy Clowers (Yam); 2. Kory Byers (Yam).
STK (0-8): 1. Sean Thornton (Yam); 2. Justin Rich (Yam); 3. Dennis Dahlin (Yam).
MOD (0-8): 1. Justin Rich (Yam); 2. Sean Thornton (Yam); 3. Jimmie Johnson (Yam).
STK PEE WEE: 1. Eric Hawes (Yam); 2. David Ochoa (Yam); 3. Jimmie Johnson (Yam).
MOD PEE WEE: 1. Justin Rich (Yam); 2. Dennis Dahlin (Yam); 3. David Ochoa (Yam).

CMC Trans-Cal sportsmen wind up at Saddleback

By Tom Corley

ORANGE, CA, OCT. 23

The sportsman side of the Continental Motosport Club/Miller High Life Trans-Cal Series held its final event at Saddleback Park. As a fitting end, three riders went home with new 1983 motorcycles supplied by the manufacturers. Arizona's Shaun Kalos devastated the 80cc Stock and Modified 12-16 Intermediate classes to take home a new minicycle. Ernest Gonzalez put together 2-1-2-1-2 placings through five 250cc Junior events to emerge as top Junior. And R&D Racing Engines' Rudy Dickinson was the only rider to win every moto he entered, sweeping the 125cc Intermediate class and coming out top Intermediate. Kalos, Gonzalez and Dickinson all moved up in rank at the conclusion of the series.

1983 machinery was used by most of the fast minicycle riders. Kalos proved the worth of the new water-cooled Suzuki RM80 and won both the 80cc Stock and Modified Intermediate races aboard the new bike. In the first Stock moto Shaun was out in front of Dean Matson and Shane Trittler. Matson's father, an airplane pilot, picked up two white Yamaha YZ80s from New Zealand. Trittler raced the new Honda water-cooled CR80. Matson held second place behind Kalos till he was passed by Trittler on the tree section of the track. Taking fourth and fifth were Derek Nye and Lance Smith.

Kalos took control of the final Stock race, and once agin Matson was right after him. Trittle held third place till he went down with only two laps to go, allowing Smith to take over third. Taking fourth was Trittler and fifth went to Gamble. Overall Kalos won the race with two firsts, Matson placed second ahead of Trittler, Smith and Nye. Kalos took yet another victory in the 80cc Modified Intermediate class with Smith improving greatly from the Stock race and taking second.

Todd "King Bu Fu" Simmons engaged in a tough 250cc Intermediate battle with Kevin Brown. In the first moto Brown led for most of the race till Simmons made the pass in a corner. David Soma and Pat Delligatta finished third and fourth. In an easier race Simmons won the final moto over Soma and Brown. Overall it was Simmons, Soma, Brown and "Hodad" Melton. Simmons claimed the overall series win as well.

Jim Ashley had the most clashing outfit with a red Honda and a bright green helmet. Ashley had a fine ride in the 500cc Junior class and took second overall. The winner was Steve Dawson who passed Ashley in the same corner in both motos.

Shawn Lane of Answer Products won the 500cc Intermediate class today, but Alan Olson took the overall series win. In the first moto Lane had the lead till Olson made the pass by the finish. In the final race Jim Harris was leading until he swapped off his Yamaha and caused Olson to collide. Lane was behind too and able to avoid them to capture the lead. Vic Walker came through in second with Olson still taking a fine third. Overall it was Lane, Olson and Walker.

Results

80 JR STK 9-11: 1. Gary Trachy (Suz); 2. Ronnie Densford (Hon); 3. Kevin Heisser (Yam).
80 JR STK 12-16: 1. Sean Delvenne (Kaw); 2. Dave Snyder (Hon); 3. Tim Kosi (Kaw).
80 JR MOD 9-11: 1. Ronnie Densford (Hon); 2. Jason Collier (Hon); 3. Gary Trachy (Suz).
80 JR MOD 12-16: 1. Sean Delvenne (Kaw); 2. Joey Mendoza (Kaw); 3. Kenny Collier (Suz).
80 INT STK 9-11: 1. Nicky Pounds (Suz).
80 INT STK 12-16: 1. Shaun Kalos (Suz); 2. Dean Matson (Yam); 3. Shane Trittler (Hon).
80 INT MOD 12-16: 1. Shaun Kalos (Suz); 2. Lance Smith (Suz); 3. Dean Matson (Yam).
125 JR DIV 1: 1. Jeff Sills (Suz); 2. Jason Neuman (Yam); 3. Mike Kleczko (Kaw).
125 JR DIV 2: 1. Mike Gomez (Yam); 2. Kenny Clifton (Suz); 3. Dean Welsh (Suz).
125 INT DIV 1: 1. Jeff Clark (Suz); 2. Mike Brown (Suz); 3. Kevin Kotas (Suz).
125 INT DIV 2: 1. Rudy Dickinson (Suz); 2. Sean Corcoran (Suz); 3. Chris Taylor (Kaw).
250 INT: 1. Todd Simmons (Suz); 2. David Soma (Hon); 3. Kevin Brown (Suz).
500 JR: 1. Steve Dawson (Yam); 2. Jim Ashley (Hon); 3. Dave Grupenhagen (Yam).
500 INT: 1. Shawn Lane (Mai); 2. Alan Olson (Mai); 3. Vic Walker (Suz).
SIDECAR: 1. Whitney/Whitney (Har); 2. Whitney/Melillo (Yam); 3. Palfreyman/Urquidez.
OVERALL SERIES WINNERS
80 JR STK 9-11: 1. Gary Trachy (Suz).
80 JR MOD 9-11: 1. Ronnie Densford (Hon).
80 JR STK 12-16: 1. Sean Delvenne (Kaw).
80 JR MOD 12-16: 1. Sean Delvenne (Kaw).
80 INT STK 9-11: 1. Michael Pascarella.
80 INT MOD 9-11: 1. Michael Pascarella.
80 INT STK 12-16: 1. Shaun Kalos (Suz).
80 INT MOD 12-16: 1. Shaun Kalos (Suz).
125 JR: 1. Kenny Clifton (Suz).
125 INT: 1. Rudy Dickinson (Suz).
250 JR: 1. Ernest Gonzalez (Suz).
250 INT: 1. Todd Simmons (Suz).
500 JR: 1. Jim Ashley (Hon).
500 INT: 1. Alan Olson (Hon).
SIDECAR: Whitney/Whitney (Har).

Turner, Hubbs win second leg of GRS

By Bert Valenzuela

SUNRISE VALLEY, CA, NOV. 7

"Radical Ron" Turner repeated his twin win performance on this, the second leg of the Ghost Rider Series. Eric MacCracken led Ron for half of the first Open Pro moto, then Turner assumed what he has come to think of as his rightful place at the head of the pack.

It was a joy to behold as Eric repeatedly shut the door on Ron for six laps in a beautiful display of bikemanship. However, Ron was not to be denied and put on a thrilling burst to pass Eric and hold him off to the flag. Ronnie Gibson was third and Bill Jewell fourth.

In the 250cc Pro class it was again Ron Turner with Eddie Perry second and Bill Jewell third and right behind. It went pretty much the same in both motos.

The 125cc race was the one that had the crowd gasping and "oohing" throughout. Pat Hubbs and Gary Denton diced it out for the first lap, then, midway through lap two, Gary took the lead. After that it was cardiac corner as Gary and Pat continued their dicing right up to the checkered flag. The scorers reported there was only the width of a tire (3.65 inches) separating the two bikes at the finish as everyone kept asking "Who won?" Whooey, it was close! Jeff Prieur was third and Dave Pettigrew fourth.

In the second moto, it was Hubbs in front and Denton right on his posterior all the way, and responsive to the crowd's encouragement, they put on another show of gruelling dueling. They once again left the pack far behind, but this time Gary fell back on the last lap as Pat crossed the line first, and again it was Prieur in third.

The 125cc Intermediates again staged a great performance for the faithful. This time Goleta's Mike Moore, riding like a Pro, took the day's honors. As in the first leg of this classic, the Apple Valley gang of Johnny Ray, Rob Barnum and Jake Roach battled it out for the place position.

This time, "geologist Johnny" stayed on his bike for the entire race (both motos) and handily took second, although, Barnum made a run at him in the last lap of the second moto. Johnny crossed the line four seconds ahead of Rob. Rocket Roach had mechanical problems and settled for fourth ahead of Hesperian Scott Graham, AV's Tony Bienert and Barstow's Jim Owen.

Interestingly enough, with the exception of Mike Moore, all the boys in this race were desert denizens. There's a little pride and local "bragging rights" are involved. That may account for the hotly contested races these lads put on.

Results

OPEN PRO: 1. Ron Turner (Hon); 2. Ron Gibson (Hon); 3. Bill Jewell (Mai).
250 PRO: 1. Ron Turner (Hon); 2. Eddie Perry (Yam); 3. Bill Jewell (Mai).
125 PRO: 1. Pat Hubbs (Suz); 2. Gary Denton (Suz); 3. Jeff Prieur (Yam).
OPEN INT: 1. Art Gerjes (Hon); 2. Charlie Strong (Suz); 3. Terry Davis (Mai).
OPEN JR: 1. David Klein (Yam); 2. Thom Phillips (Suz).
250 INT: 1. Sam Groce (Suz).
125 JR: 1. John Gersies (Kaw); 2. Jerry Webb (Suz); 3. David Klein (Yam).
125 INT: 1. Mike Moore (Kaw); 2. Johnny Ray (Suz); 3. Rob Barnum (Suz).
MINI INT: 1. Nicky Pounds (Suz); 2. Ty Davis (Yam).
MINI JR: 1. Jeff Capt (Yam); 2. Eric Cardwell (Kaw); 3. Kenneth Tate (Yam).

Turner, Denton take first of Ghost Rider Series

By Bert Valenzuela

SUNRISE VALLEY, CA, OCT. 31

The weather was great, the track was in great shape, and the riders were great. What more could one ask for? More riders, is what.

The turnout wasn't great, but the races were superb! Ron Turner garnered wins in the 250 and Open Pro classes as he displayed the form that brought him renown. Ron took firsts in the 250cc class after what started out as a hot duel, twixt he, Andy Jefferson and Nev LaBorde, dematerialized when Andy's bike fell apart.

Ron led lap one with Nev and Andy following in that order. Lap two ended with Nev in first and Ron second. Andy passed Ron midway through the third lap as both riders put on a dazzling display of dicing. On lap five, Andy got around LaBorde with Ron right behind them. Then disaster overtook AJ when he got a

flat tire, lost his clutch and blew a piston almost simultaneously. Needless to say, he pushed his bike back to his van and watched the rest of the race.

On the subsequent lap, Turner made a "splendiferous" move around LaBorde. Thereafter it was only a matter of how big a lead he would have over Nev and Tim Sinclair at the finish line.

Nev got the holeshot in moto two. Ron then led LaBorde and Sinclair through laps two and three. Again, LaBorde took the lead for laps four and five. Then smooth riding "Radical Ron" took the lead on lap six. This time he stayed there. Again, Sinclair was third behind LaBorde. It was a helluva show.

In the Open class, Turner repeated his sterling performance. This time, Eric MacCracken, who led for two laps in moto two, supplied the competition. Tracy Oswell was third in the first stanza, but DNF the second moto as Ron Gibson took the show spot.

Gary Denton went wire to wire in the first 125cc moto with Pat Hubbs in hot pursuit. However, Hubbs faded in the last two laps as both boys ran away from the rest of the pack. Believe it, these guys were flying around that course. Jeff Prieur took the show spot in this one.

In the second moto, Hubbs took out like a man possessed with another crazy (Denton) right behind. They once more left Prieur to hold off the rest of the pack. Denton saved his best for the last lap. He made a great move in passing Hubbs near the end to take the checkered flag.

The 125cc Intermediates put on a great show, although it was for second place as Rodney Phelps easily outdistanced his rivals. Johnny Ray was second until he pulled off a plowing job on a portion of the track. Ron Barnum beat Jake Roach to the flag for second.

The second moto was a replay for Phelps, but this time Johnny stayed aboard his Suzi for the entire performance and easily took second ahead of Barnum, Tony Bienert and Rocket Roach.

Results

OPEN PRO: 1. Ron Turner (Hon); 2. Eric MacCracken (Yam); 3. Ronnie Gibson (Hon).
250 PRO: 1. Ron Turner (Hon); 2. Nev LaBorde (Hon); 3. Tim Sinclair (Yam).
125 PRO: 1. Gary Denton (Suz); 2. Pat Hubbs (Suz); 3. Jeff Prieur (Yam).
250 INT: 1. Tim Winslow (Suz); 2. James R. Brown (Yam); 3. David Klein (Yam).
125 INT: 1. Rodney Phelps (Yam); 2. Rob Barnum (Suz); 3. Johnny Ray (Suz).
125 JR: 1. Jerry Webbs (Suz); 2. David Klein (Yam); 3. Jeff Solee (Yam).
MINIS (ALL JRS): 1. Jeff Capt (Yam); 2. Kenneth Tate (Yam); 3. Eric Cardwell (Kaw).

Meeks, Peterson, Cavness win OCIR season finale

By Steve Crosby

EAST IRVINE, CA, OCT. 28

There was a good turnout of riders as well as insanity for the last Thursday night of the season at OCIR Motocross tonight. This year, by far, has been the best since the days of the old track in the early 70s. In addition to the regular races, there was a Pro King-of-the-Hill race that ran the track backwards for five laps, including the Pro section, and a Crew race where most of the staff took to the track to embarass themselves.

The King-of-the-Hill contest pitted the top three riders from each class in a five-lap backwards race. Everyone received a couple of quick practice laps and off they went. Well, there *was* one restart when three riders jumped the gate, but into the first (or last) turn, Conway and Peterson were up front. Conway fell and was quickly in last. Tracy Meeks took the lead next with his 125cc as the riders were bravely double-jumping the Pro section backwards. Meeks crashed on the third lap in the stutterbumps and retired from the affair. Scott Cavness now moved into second and Conway fought his way up to third. Just before the white flag, in the turn after the big jump and before the drop-off, Peterson went down. As he was trying to restart his bike, Cavness went inside and Conway went outside. Cavness clipped Peterson's bike, the two went down and Conway had the lead. Peterson restarted his bike and was second, but going into the Pro section he high-centered the cases on a jump and crashed again. Behind him in the middle of it all, Cavness went down as did Trone and Heinrich. Trone and Heinrich untangled first, but ran into each other on the next jump. Out of it all, Peterson regained second and Robert Rodgers, who had been last, emerged in third. Conway took the win worth $60, Peterson was second for $40 and Rodgers earned $15.

The season can't end without mention of the Crew race, billed as the "Race of Desparation." Few of the participants had their own machines and so they borrowed them, mostly 80s. There was a lap of practice in which my spouse put Eddie Webb's bike into the mudhole. The crowd went wild! Leaving the running of the race to the parents and riders was as much a disaster as the race itself. Yours truly avoided being involved with a passion, even though they tried to embarrass me into killing myself. There were three different scorers for this two lap affair and none of them came up with the same results. Marvin Coolbaugh, the head flagger, was first to the finish line, but had been boasting he was going to cheat for weeks so he was promptly disqualified. The win ended up with Dan Jones, an ambulance attendant, and his trophy was a pie in the face. Photo-man Tom Corley ended up second and Todd Peithmann, our finish flagger, was third. Several riders are still on the mend. •

Results

60: 1. Chad Ponegalek (Kaw); 2. Shane Good (Yam); 3. Chris Wood (Yam).
60 NOV: 1. Brandon Sperling (Kaw); 2. Mike Reiley (Yam); 3. Joel Tokarsky (Yam).
60 INT: 1. Wes Klein (Kaw); 2. Eric Litzenberg (Yam).
MINI BEG DIV 1: 1. Kevin Bussey (Yam); 2. Mark Ronis (Kaw); 3. Craig Davis (Suz).
MINI BEG DIV 2: 1. Andy Norris (Kaw); 2.Gary Dellagatte (Yam); 3. Steve Wamboldt (Yam).
MINI BEG DIV 3: 1. Jim Reiley (Yam); 2. Tony Cihonski (Kaw); 3. Paul Fernandez (Yam).
MINI NOV: 1. Mike Sandoval (Suz); 2. Eddie Webb (Yam); 3. Todd Kobetsky (Yam).
MINI INT: 1. Jeff Matiasevich (Suz); 2. Thayne Zito (Yam); 3. Roy Chambers (Yam).
MINI EX: 1. Paul Dennis (Kaw).
100 NOV: 1. Doug Hawkins.
125 BEG DIV 1: 1. John Neubauer (Suz); 2. Jeff Terry (Suz); 3. Tony Wright (Yam).
125 BEG DIV 2: 1. Richard Fernandez (Suz); 2. Keith Evers (Suz); 3. Anthony Lenarth (Hon).
125 NOV: 1. Jimmy Mataisevich (Suz); 2. Shawn McConnell (Yam); 3. Jeff Glatz (Suz).
125 INT: 1. Sam Storer (Kaw); 2. Mike Magallanes (Suz); 3. Bill Clemson (Yam).
125 PRO: 1. Tracy Meeks (Kaw); 2. Chris Heinrich (Kaw); 3. Kenny Donelson (Kaw).
250 BEG: 1. John Berg (Suz); 2. Steve Donovan (Hon); 3. Jim Neubauer (Suz).
250 NOV: 1. Glenn Daunch (Hon); 2. Pete Deckers (Hon); 3. Corey Gash (Yam).
250 INT: 1. Scott Lohr (Suz); 2. Shawn Tracy (Hon); 3. Tom Brown (Suz).
250 PRO: 1. Todd Peterson (Yam); 2. Dan Conway (Hon); 3. Rob Trone (Hon).
OPEN BEG: 1. Hijinio Nunez (Suz).
OPEN NOV: 1. Bryan King (Suz); 2. Robert Robb (Hon).
VET: 1. Al Lyons (Yam).
OPEN INT: 1. Steve Dawson (Yam); 2. Don Martins (Suz).
OPEN PRO: 1. Scott Cayness (Suz); 2. Dan Berg (Suz); 3. Robert Rodgers (Yam).

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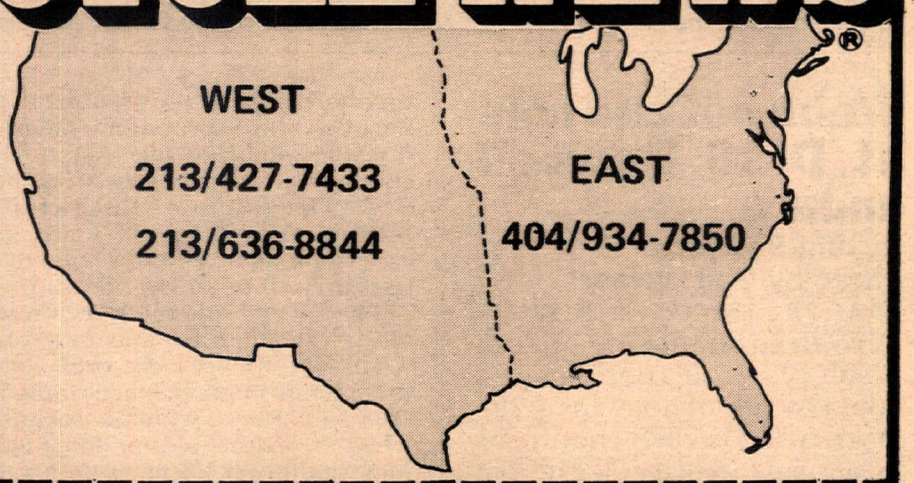

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NORTHERN DATELINE

Tom Webb won the Cowbell and Bad Mountain enduros the same weekend.

Webb hot and cold at D-36 Cowbell enduro

By Jim Bowman
Photo by Gail Weinert

LAKE PILLSBURY, CA, NOV. 6

Dirt Bike Magazine's Tom Webb played it cool today to take a couple of hot wins at the District 36 Cowbell enduro, as he not only won the overall, but clinched the Golden State Enduro Championship as well, beating runner-up, Husqvarna support rider Dave Bertram at the final event.

The day was generally hot and cold for all of the 570 riders. It was cold in the mountains of the Mendecino National Forest and many of the riders didn't even see Lake Pillsbury until the fog began to lift about key time. It was hot about the time the riders pulled into check one.

The heat surrounding check one had nothing to do with the mountain temperatures as over 150 riders hit this check early, losing far more penalty points than they would have lost for being late. The check was placed after the three-mile speedometer check at the first possible place in a 30 mph section that was in some very tight trees.

The soul purpose of this check was to penalize those riders who make a habit of taking a head start at the tight sections, giving themselves more time to complete the sections than the riders who stay on time. Judging from the number of riders caught, the check was obviously successful, but the shocking statistic is that over 60 A riders burned this check! Seems you can go a long way riding hot, but it pays in the long run to ride cool.

The hot and cold spells continued all day as the mountains never did warm up. Riders were cold when timekeeping and hot when riding in each special test, which is basically what the entire second loop was. Most of the over 100 miles were trail, with very little fireroad, and many riders commented that they thought the event was of National caliber.

KTM/Hi Point-sponsored Jeff Henning was the second hottest rider of the day, riding his 250cc bike to second overall, first A overall with 15 points, four points back from National AA rider Webb. Southern California's Jon Miller was third overall, first Open A, beating classmates Eddie Diaz and Jeff Irwin, who were fourth and fifth overall.

Yamaha-mounted Matt Cullins claimed the 200cc A honors with a cool four-point lead over second place, but the big news here was the tie between two brothers in two different classes. David Fleming took second to Cullins, but brother Jim turned in an identical 26 point score to top the 200cc B class and take the B overall as well. As of press time, we didn't know which brother won at the tiebreakers.

The C class competition was close, but as with most all of the classes, no tiebreakers were needed to place the riders. Duke Lambert rode a 250cc bike to the overall to top 200cc C winner Josh Chandler by three points. Five points back of Chandler at 47 points was Dwayne Bansmer (250cc C), followed by the three Open class winners Eric Strahl (53), Denny Hyatt (54) and Bill Russell (55). Alan Francis also scored 55 points and took second 200cc C honors.

The Old Timer and Super Senior riders rode hard with the Super Seniors proving to be in the running with the OTs. Stan Stanton nudged Terry Rust for the OT A win on tiebreaker points over Charlie Morgan. First and second Super Seniors, Bob Keyes and Dale Swanson then followed to top OT B winner Ted Bailey and the rest of his class. Gary Estes won the OT C class.

The Hayward Motorcycle Club would like to thank all that attended the enduro. The club would also like to ask the enduro riders to remember to always include the three legal-size, self-addressed, stamped envelopes when entering enduros. All of the enduro clubs go through a lot of work to put on these events and they do deserve this courtesy, not to mention the savings in postage, which really adds up.

Unofficial Results

OVERALL: 1. Tom Webb (Hus); 2. Jeff Henning (KTM); 3. Jon Miller; 4. Eddie Diaz (Yam); 5. Jeff Irwin (Hon); 6. John Haaker; 7. Rob Sutliff.

OPEN A: 1. Jon Miller; 2. Eddie Diaz (Yam); 3. Jeff Irwin (Hon).

250 A: 1. Jeff Henning (KTM); Greg Ferguson; 3. John Poor (Hon).

200 A: 1. Matt Cullins (Yam); 2. David Fleming; 3. Johnnie Beckett.

OT A: 1. Stan Stanton; 2. Terry Rust (Suz); 3. Charlie Morgan (KTM).

OPEN B: 1. Robert Windham; 2. Mark Locey; 3. Ron Glaubert.

250 B: 1. Roger Delight; 2. Len Nickerson; 3. Glen Carrillo.

200 B: 1. Jim Fleming; 2. Sid Schuetz; 3. Doug Chestnut.

OT B: 1. Ted Bailey; 2. Gary Gormon; 3. Bob Creighton.

OPEN C: 1. Eric Strahl; 2. Denny Hyatt; 3. Bill Russell.

250 C: 1. Duke Lambert; 2. Dwayne Bansmer; 3. Jim Dube.

200 C: 1. Josh Chandler; 2. Alan Francis; 3. Joe Sauve.

OT C: 1. Gary Estes; 2. Harold Sitton; 3. Ivan Johnston.

PP: 1. Susan Poor (Hon).

Chew, Escalante go the AFM RR distance

By Frank Nellis
Photo by Bobby Brannon

SONOMA, CA, OCT. 31

The American Federation of Motorcyclists North met at Sears Point Raceway today to hold their annual four-hour endurance race. The day was cool and the track had been freshly cleaned by two days of rain. This kept track and tire temperatures low and guaranteed that the hard endurance tires would not hook up all day.

The day's festivties began with a costume contest. Frank Mazur, who has been almost unbeatable all year on the race track, put out a good effort in his "Rocky Horror" costume. He was closely challenged by Joe Montoya as a "Saturday Night Live" killer bee, but these two fierce competitors were to be outdone today by Sue Moein who, in addition to beating out both of them in the costume judging, also finished in front of them in the race.

The race started at 12:30. Race director Duncan Blake was very apprehensive about safety conditions for the last half hour of the race. After 4 p.m. the sun angles dangerously across the track and Duncan had made plans to end the race early if it proved too much of a safety hazard.

The gridding positions for the start were made on a first come, first serve basis. This made the first half hour of the race a mad-house of knees and elbows, while the faster bikes that had gridded in back worked their way forward and ahead of the slower bikes that gridded in the front.

The winning team of Pete Escalante and Tom Chew were gridded in the third row. Chew rode the bike first and after 10 laps he had worked his way into first place. By that time, the race track had become a gauntlet littered with oil patches, bikes and riders. Broken race bikes were off the track in almost every corner. At the one-hour mark, an oil patch brought down nine bikes in 15 seconds, five of which were in the top 10 overall.

Later, club president Vance Breese admitted, "There were more crashes than usual for an enduro, but less mechanical failures. So it worked out to be about the average number of DNFs."

Despite the large number of crashes, there were no serious injuries and no transports to the hospital. The race ended with the Chew/Escalante team in front after completing 115 laps. Their nearest competitor was the Anderson/Elliott team which had completed only 112 laps. They were followed by Harner/Morena, completing 111 laps.

Results

OVERALL: 1. P. Escalante/T. Chew (Kaw); 2. D. Anderson/D. Elliott/M. Petty (Kaw); 3. W. Harner/J. Morena (Yam); 4. P. Laine/R. Beard (Kaw); 5. R. Howard/M. Kenyon (Yam); 6. M. Johnson/J. Glover (Yam); 7. G. Furey/J. Lum (Yam); 8. M. Ross/P. Carter (Suz); 9. J. Karp/F. Karp (Kaw); 10. T. Phillips/M. Hinshaw (Hon); 11. V. Costa/H. Barber (Kaw); 12. A. Bessin/S. Dunleavey/W. Billings (Suz); 13. J. Brandt/T. Aguino (Kaw); 14. P. Struys/W. Struys (Kaw); 15. D. Harris/D. Chung (Kaw).

OPEN: 1. M. Ross/P. Carter (Suz); 2. D. Basford/W. Epstein (Kaw); 3. E. Ahlstrom/T. Hutchins (Hon).

601-750: 1. P. Escalante/T. Chew (Kaw); 2. J. Karp/F. Karp (Kaw); 3. T. Phillips/M. Hinshaw (Hon).

451-600: 1. D. Anderson/D. Elliott/M. Petty (Kaw); 2. P. Laine/R. Beard (Kaw); 3. R. Howard/M. Kenyon (Yam).

251-450 STK PROD: 1. W. Harner/J. Mornena (Yam); 2. J. Lum/G. Furey (Yam); 3. B. Riddle/P. Yasinitsky (Yam).

0-250: 1. G. Overman/B. Lugliani (C-A); 2. M. Fenner/H. Slayton (C-A).

Edrington wins Thurston-Grays MX

By Susan Brown

OLYMPIA, WA, OCT. 31

Over 150 diehard motocross racers and a surprising number of spectators braved the elements as the Washington "monsoon" season came in full force.

In the first 125cc Pro moto, six riders came to the line and it was Highland Honda's Dave Froembling that holeshot. With close competition from Suzuki riders Lance Richotte and Stacy Thorton, first year Pro Froembling fell back to third. Richotte pulled a big lead, but Olympia's own Nathan Pippert was working his way up to the front. Pippert got by Thorton and when Richotte crashed he moved easily into first. Pippert got the win, Thorton maintained second, and Froembling took third place cash.

In moto two only three riders came to the line. Pippert's hopes for an overall were dashed when rocks jammed between his chain and sprocket. After that it was a close duel between Thorton and Froembling. Froembling went down and it was all

over except for the checkered. Thorton got the win with Froembling second.

The 250cc Pro overall was won by Logan Edrington (Kaw). Dave Froembling (Hon) got second, and Wally Caudle (Suz) was third. First moto winner Scott Tyler did not finish moto two due to bike problems and moto two winner Bob Buffaloe had bike problems that pushed him back to a ninth place finish in moto one, taking fourth place overall.

In addition to the rain, there was another unpleasant situation developing on Sunday. It seems that since the motocross track is located within a state funded ORV park, all vehicles using the park must meet state noise level requirements. The two men from the park that were checking noise levels said that most of the MX bikes don't meet the requirements. What we need is an exception to the law for competition, or we may see the end of motocross racing in this facility. Check with your state representative on this, and keep in mind that the guys checking the noise levels on Sunday were only doing their jobs.

Results

250 PRO: 1. Logan Edrington (Kaw); 2. Dave Froembling (Hon).
125 PRO: 1. Stacy Thorton (Suz); 2. Dave Froembling (Hon).
OT: 1. Burt Lymburner (Suz); 2. Richard Graham (Hus).
OTH B: 1. Norman Bergsma; 2. John Collum (Yam).
PEE WEE A: 1. Casey Jones; 2. Louis Aron.
PEE WEE B: 1. Boris Portnoy; 2. Ryan Parks.
PEE WEE C: 1. Brent Cummings; 2. Sam Anderson.
MINI A: 1. Larry Ward; 2. Tommy Judge.
MINI B: 1. Jeff Munson; 2. Robert Gehrke.
MINI C: 1. Cory Suit; 2. Cory Bartlett.
100 B: 1. Greg Hopf.
100 C: 1. Doug Homer (Suz); 2. John Whitmore.
OPEN A: 1. Gard Hollinger (Mai); 2. Peter Treadwell (Suz).
OPEN B: 1. Jon Thrush (Suz); 2. Mark Copeland (Suz).
OPEN C: 1. Paul Hanson (Suz); 2. Bill Bailey (Yam).
125 A: 1. Jimmy McMann (Suz); 2. Kris Komarntsky (Suz).
125 B: 1. Scott Gordon; 2. Jeff Nelson (Suz).
125 C: 1. Jay Spadoni (Yam); 2. Rod Pierson (Yam).
250 A: 1. Joe Kephart (KTM).
250 B: 1. Gary Piazza (Yam); 2. Mike Deeney (Hon).
250 C: 1. Russ Kimble (Yam); 2. Greg Salmi (Suz).

Bennett, Winningham, Scott smoke Corvallis ST

By Clay and Suanne Light

CORVALLIS, OR, NOV. 6

Honda supported Dan Bennett took his N-D/Bel-Ray/KRW/Bennett Lectron-sponsored 250cc four stroke to double main event wins indoors at Benton County Fairgrounds, winning the 250cc A and Pro mains. AMA Expert Rich Winningham took the Open Pro while Randy Scott made a return to action after two years of retirement to smoke the annual Old Timer A main, which featured many stars of the past.

The Old Timer mains were first on the program's series of finals, which had Gary Kapus (Kaw) sew up the B main for a move up to the eight-rider A main, which had former National number holder Donnie Smith (Lou Kinish Yam) gracing the pole position. Smith shot off the line to lead a fine field of over-30 aged riders with Scott and Dennis Fromm (Vern's Air Sales/Yam) in hot pursuit of the former speedster, who proved that he can still go plenty fast, clocking in speeds comparative with those of some of the 250cc Pros. Scott soon moved himself into contention and set up for a successful pass, but the lead see-sawed back and forth until the final lap when Scott put one of the many Bultacos on hand into the winner's circle over Smith's radical advances. Fromm took a close third.

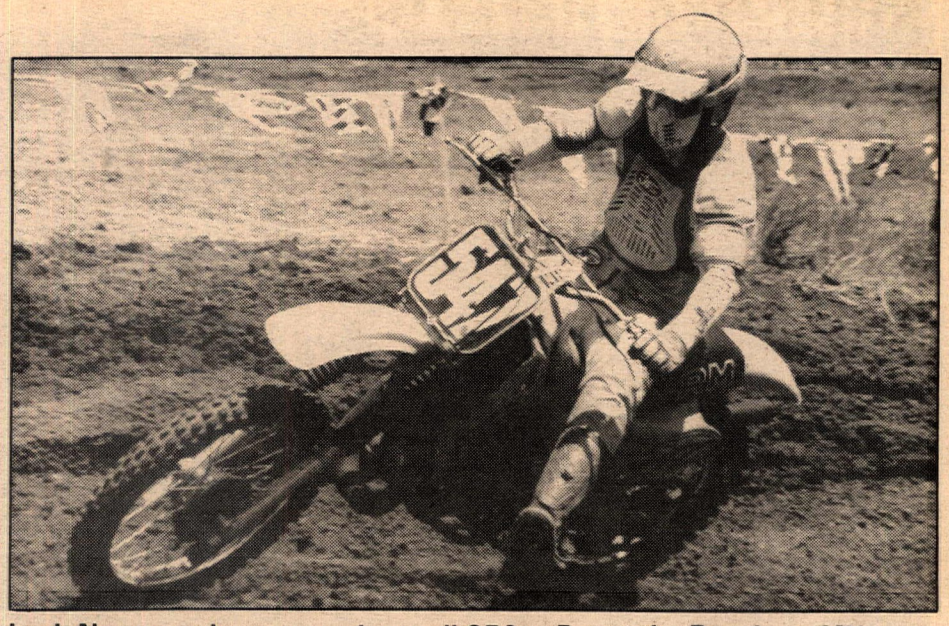
Bennett collected holeshot honors at the start of the 250cc A main, leading a chaotic race over fellow Novice Ryan Fisher (Garner Yam/Letters by Linda) and Bultaco-mounted Rick Hill. Bennett pulled away on lap two to show everyone on hand why he is rated as the number one Novice in the country, leading the mayhem which consisted of Fisher and Hill, who were having a spectacular battle for the runner-up spot. Fisher settled into second, out pacing Hill, who was then faced with AMA Junior Harry Thomas (Yam) and Steve Kendig (Bul). Fisher was riding the wheels off his YZ250 based machine in search of Bennett, who was not to be denied a win. Hill maintained a steady pace which took him across the line ahead of Kendig and Thomas, who got out of shape in turn two, but held on for a fine fifth place finish.

Fisher was stoked after winning the fastest heat race which put the 17-year-old on the pole position for the 15-lap 250cc Pro main event. Fisher was faced with heavy competition in the form of Novice sensation Bennett, who was not more than 10 inches away on the line and a full field of riders. Fisher used the spot to his advantage by nabbing the scratch honors to lead Bennett, which set up another of the classic Novice battles seen earlier in the season in AMA racing. Bennett berzerked into the lead on the third lap with Fisher in a very close second over Bob Mahr (Freds Cycle City/Bul), Harry Thomas and Kendig, who were all tied up in a terrific clash for third behind Bennett and Fisher. Bennett began to hit lapped traffic at the half, which momentarily had Fisher close within a wheel-length of the leader, but Bennett would shut the door on Fisher's attempts and once again took the checkered flag, making a sweep of his heats, dashes and mains with an impressive six for six tally. Fisher was second ahead of third placed Mahr. Thomas was again fourth, Mike Oglesbee (N-D/Maxima/Yam) fifth and Garth Mulkey (Bul) sixth, leading a mid-pack shuffle.

The final race of the evening came in the form of a 15-lap Open Pro main event. Chuck Glender (KRW/L&M Leathers/Free Lance Hair design/Light Racing Products/Hon), like Bennett, won his heats, dashes and was looking to add the Pro main to his string of wins, which saw the Honda pilot take the lead for one lap before Winningham got by in a squeaky move to nab the lead. AMA Junior Jim Torpey (Trak Tak/Yam) also moved past Glender, putting himself into second, which set the stage for one of the best battles of the evening. Winningham held Torpey at bay for the win and the top payoff, third went to Glender.

Results

OPEN PRO: 1. Richard Winningham (Yam); 2. Jim Torpey (Yam); 3. Chuck Glender (Hon).
OPEN A: 1. Chuck Glender (Hon); 2. Bruce Turnbull (Kaw); 3. Wayne Laird (Yam).
250 PRO: 1. Danny Bennett (Hon); 2. Ryan Fisher (Yam); 3. Bob Mahr (Bul).
250 A: 1. Danny Bennett (Hon); 2. Ryan Fisher (Yam); 3. Rick Hill (Bul).
125 A: 1. Brian Riley (Hon); 2. Rex Fisher (Yam); 3. Clay Light (Yam).
MINI A: 1. Jeff Daily (Kaw); 2. Chris Humphrey (Yam); 3. Chuck Standeford (Kaw).
MINI B: 1. Dwaine Richards (Yam); 2. Jason Cotton (Hon); 3. Scott Johnson (Suz).
250 B: 1. Gary Wolske (Bul); 2. Ed Byers (Hon); 3. Garth Mulkey (Bul).
OT B: 1. Chuck Standeford (Suz); 2. Doug Moore (Bul).
OT A: 1. Randy Scott (Bul); 2. Donnie Smith (Bul); 3. Dennis Fromm (Yam).



Loch Names rode to second overall 250cc Pro at the Roseburg MX.

Spangler, Williams, Davis strike again at Roseburg MX

By Suanne Light
Photo by Clay Light

ROSEBURG, OR, OCT. 24

Kawasaki-mounted Joe Spangler of Junction City took his Green Machine into the winner's circle at Clarks Branch Motocross which is 175 miles south of Portland on I-5. Southern Oregon speedster Roy Davis (Davis Cycle Supply/Wheelsmith/Mai) topped the 500cc Pro class by winning a tie-breaker over first moto winner Larry Hooper (O'Neal Dist./Hon Support/Hon) on a day that was forcasted to be a continuation of Coastal hurricanes, but ended up the hot spot in the state at 68 degrees.

Loch Names (Eugene Suz) and fellow Eugene area riders Spangler and Wayne Church (Eastside Kaw) led the 125cc Pro class out onto the perfect southern Oregon silt-lined course which started out the day tacky. Spangler was quick to breathe down Names neck for the lead, which only resulted in disappointment for the Kawasaki pilot as Names held on for the win over Spangler and Church, who took third. Intermediate winner Brad Johnson, who made the trek up from California for the Championship came in a distance back of Church.

Spangler boogied to the front of the second moto madness to lead a 12 rider field. Names and Church followed, heading a terrific battle between Intermediates Larry Brumwell (Yam of Springfield) and Roseburg Suzuki's Steve Nelson, who fought it out as in moto one. Spangler had his turn at the glory and took a big win over Names (1-2) and Church (3-3). Brumwell took the overall as well as Hi-Point honors for his 125cc Intermediate efforts.

The best of all the day's Pro contests was the Open Pro battle, which was laced with some of the area's best Intermediates and Juniors. Davis led Hooper and Ben Grable (Albany Hus) at the start. Hooper ruled this moto with second going to Davis and Grable third. Brad Coleman took his big bore Honda to the win in the Intermediate portion.

The second outing saw Davis grab scratch honors with Hooper and Grable giving chase. Hooper would not be as fortunate this time out and saw a distant view of Davis, who claims this as his home track. Davis wheelied through as he hit lappers in the late going. Davis took the overall with his 2-1 over Hooper's 1-2 and Grable's 3-3. Stan Fredrich (Hon) took the second Intermediate moto and the overall away from Coleman, who was runner-up.

Springfield's Steve Williams (Herbs Cycle/Yam Support/Moto X Fox) showed everyone why he has been the number one Pro-AM rider for the past two seasons, carrying his smooth style down with him to Roseburg to win both 250cc Pro outings over Randy Toreson (Suz) and Lance Burgess (Suz), who is making a comeback after an injury here at the Gold Cup round. Williams blitzed away with each outing to nab the top payoff, despite Toreson's attempts at the spot. Burgess went 3-3 both motos for third.

Monte Smith (Suz of Medford) followed in Williams' footsteps (not speed wise, but in moto scores) to demolish the 250cc Junior class with a 1-1, as did 250cc Intermediate winner Randy Alliman (Suz).

To top it all off, just for laughs and a good time, a belly dancer was brought in in appreciation of Ralph and Tim Huffman's hard efforts at making Clarks Branch a success from the start of the season to the Championship race.

Young Jeff Daily (Yam support) won two classes today. To add to the spoils of victory, Daily matched that with Hi-Point trophies in the Mini and Pee Wee Intermediate classes. Top Pro honors went to Gary Bault of Roseburg, who dominated the Open Pro class almost all season. ●

Results

OPEN PRO: 1. Roy Davis (Mai); 2. Larry Hooper (Hon); 3. Ben Grable (Hus).
250 PRO: 1. Steve Williams (Yam); 2. Randy Toreson (Suz); 3. Lance Burgess (Suz).
125 PRO: 1. Joe Spangler (Kaw); 2. Loch Names (Suz); 3. Wayne Church (Kaw).
OPEN INT: 1. Stan Fredrich (Hon); 2. David Starner (Suz); 3. Brad Coleman (Hon).
OPEN JR: 1. Wayne Longworth (Suz).
250 INT: 1. Randy Alliman (Suz); 2. Rick Huffman (Hon); 3. Steve Hensley (Yam).
250 JR: 1. Monte Smith (Suz); 2. Kevin Seevers (Suz); 3. Keith Harvey (Hus).
125 JR: 1. Frank Pofferivi (Yam); 2. Randy Ligon (Suz); 3. Wayne Baettie (Yam).
100 JR: 1. Todd Krenik (Yam); 2. Becky Roberts (Suz).
100 INT: 1. John Whitmore (Yam).
OT: 1. Elmer Reimer (Suz); 2. Wayne Longworth (Suz); 3. Ed Frisbee (KTM).
125 INT: 1. Larry Brumwell (Yam); 2. Brad Johnson (Yam); 3. Steve Nelson (Suz).
MINI EX: 1. Donnie Church (Kaw).
MINI INT: 1. Jeff Daily (Yam); 2. Paul Lewis (Yam); 3. Greg Widen (Yam).
PEE WEE JR: 1. Joie DePew (Yam); 2. Shawn Highland (Yam); 3. Chris Renard (Suz).
PEE WEE INT: 1. Jeff Daily (Yam); 2. Ryan Huffman (Yam); 3. Chris Renard (Suz).
1982 SEASON HI-POINT WINNERS
PEE WEE: 1. Jeff Daily (Yam).
MINI INT: 1. Jeff Daily (Yam).
100 INT: 1. John Whitmore (Yam).
125 INT: 1. Larry Brumwell (Yam).
250 INT: 1. Ted Perreard (Suz).
OPEN INT: 1. David Starner (Yam).
OT: 1. Frank Daily (Yam).
TOP PRO: 1. Gary Bault (Yam).
TOP SPORTSMAN: 1. Brian Thomason (Yam).

Central Pipeline

Smokey Joe Milian, long-time Texas motocrosser, rails his YZ465 around an Austin berm in search of fame.

Burke gives and takes at Kansas MX

By Brad and Sharon Jones

PITTSBURG, KS, OCT. 31

Joe Burke has been winning Pro races for more than a decade but this event was different for him. The unusual part was that Joe Burke was the promoter. He put up $1000 for the Experts, prepared the Freddy Van's Cycle Land track to everyone's liking, then proceeded to win back a big share of the purse by winning all four motos he entered.

A well thought out track made for a multi-line, wide open course. Thrilled spectators watched as riders passed each other lap after lap.

Bobby Lowman took an early lead in the first 125cc Expert moto and was beginning to pull away when he fell. The Lambert brothers were next on their Metropolitan Yamahas, followed by Robby Peters on a Honda. Meanwhile, Joe Burke was riding hard to work his way up from last place.

Scorekeepers were kept busy as the riders swapped places nearly every lap of the 20 minute free-for-all. Peters was leading when he fell, taking John Lambert with him. Burke, who had moved up to a distant third, now took the lead and ultimately the win. Brad Hallak survived the battle for second place.

Burke did better at the start of moto two. By the end of the second lap, he passed both Lamberts and cruised to a first place finish. The battle for second place came down to the wire. Bobby Lowman pushed Jack Lambert until the final lap. Lowman tried to dive under Jack in the corner, but Jack didn't let off the throttle. Lowman's last pass attempt nearly put him in the lake! Bobby quickly collected himself and jumped back on for third.

The 250cc Expert class was all Joe Burke. Both Lamberts hounded Joe, but never pulled within striking distance. Mike (Factory) Farrar flew in from California to make the race and visit old friends. Carburetor problems kept him out of top placings.

Brad Jones' early lead in the Open Expert class was soon spoiled by Bill Williams and Jay Horn. Horn took the win with Williams claiming second place. In moto two, Jones led from start to finish on his Horizon's Honda. Williams came in second and Horn was third, creating a three-way tie for first. First place cash went to Jones, who got the nod for the overall over Williams and Horn.

Terry Nicholson is looking like good Expert material, winning three of four motos in the 250cc and Open Amateur classes. A seized Open bike kept him from making a clean sweep.

Jerry Post fought off local rider Roger Bellamy and brought his Suzuki in for a solid 1-1 showing in the 250cc Novice class.

Results

PEE WEE: 1. Brian Canady; 2. Sugar Aday; 3. Philip Watson.
MINI MINI: 1. Dave Hatfield; 2. Mark Bausch; 3. Shane Blair.
MINI JR: 1. Derak Taylor; 2. Charles Hagebusch; 3. Sean Jenkins.
MINI SR: 1. Marty Tarrant; 2. Darrell Hatfield; 3. Darrin Taylor.
100: 1. Steve Forkner.
BEG: 1. Randy Elden.
125 NOV: 1. Luther Bursh; 2. Steve Forkner; 3. Machelle Madrid.
125 AM: 1. Mike Hair; 2. Dan Crain; 3. Brian Olson.
125 EX: 1. Joe Burke; 2. Jack Lambert; 3. Brad Hallack.
250 NOV: 1. Jerry Post; 2. Roger Bellamy; 3. Butch Love.
250 AM: 1. Terry Nicholson; 2. Terry McHenry; 3. Shelby McQuinn.
250 EX: 1. Joe Burke; 2. Jack Lambert; 3. John Lambert.
OPEN AM: 1. Mike Burke; 2. Terry Nicholson; 3. Greg Cook.
OPEN EX: 1. Brad Jones; 2. Bill Williams; 3. Jay Horn.

Beckham the hard way at Capitol City MX

By Judith Ronkartz

AUSTIN, TX, OCT. 30

An elite fleet of riders from the vast reaches of Texas converged on Capitol Motocross Park in Austin tonight to contest the fifth annual State Night Motocross Championship. Co-sponsored by Yamaha and Kasson Yamaha of Austin, races were run under a brilliant crescent moon and near perfect weather conditions. Track owner Lee Biggart consulted his staff and a representative group of riders earlier in the week and decided to adopt a natural terrain approach to track preparation to complement the three moto format of this year's competition.

"Trey" Brizendine continued his dominance of the 250cc Novice division with only a brief challenge by Eddie Gillette in the second moto. Brizendine has made exceptional progress in the past few months and many of his competitors will breathe a sigh of relief when he moves to the Intermediate ranks.

Honda ace Rusty Burns may be one of the first to feel the heat when Brizendine moves up, but tonight he had his hands full in trying to hold off a determined bid by Paul Horton. "I just made a few stupid mistakes and they cost me the title," said a disconsolate Horton after losing the overall by one point to Burns. "I'll be seeing him in San Antonio," Horton said as he was loading up for the trip home.

Joe Alsop was at the head of a 19 bike charge into the first turn as the 125cc Novices thundered by the grandstands in moto one. With three different winners in as many heats it took some hectic work by the scorers to untangle the point total and determine that Ernie Kessell was the winner over Harry Lamb.

"Smokey" Joe Milian and Bill Kasson, two names synonymous with motocross in Texas since its earliest days, were expected to be the primary contenders for the Over 30 crown, but when the dust cleared it was upstart Wiley Evans who took home the first trophy. After winning the initial round by a wheel over Kasson, Milian tangled with a downed rider in the second stanza and stalled on the line in the third. While Evans took a flawless wire-to-wire win in the final moto, Kasson was doing some uncharacteristic crashing on consecutive laps in the infamous (and dimly lit) U-turn section. He recovered with sufficient haste to take third overall behind nemesis Milian.

"Mister Holeshot" Marvin McKim and Brian Briggs conducted a spirited struggle for the gold in the Open class which featured imaginitive detours from the track by both riders. Tied for points going into the final go-around, the two rivals banged bars furiously for three laps before both went down together in a spectacular sliding fall. McKim managed to get started first and went on to take the checkers.

In Expert racing, it was Austinite Jack Beckham holding off a strong bid by riders from Houston, Fort Worth, and San Antonio to capture the cash in the 250cc class. Beckham demonstrated the most skillful performance of the evening by coming from well back in the pack and surviving some rough treatment in the turns before finally emerging victorious. "I just got some poor starts and they left me in the dust. Ricky (Glaser) is a strong rider and he wouldn't give an inch, but once I got by him I just kept the throttle on. I don't even remember where I passed Rogers," a weary Beckham said after collecting his money for the night.

Jerry Farmer made his first appearance on a large displacement bike a success by taking 500cc Expert honors on a Russ Lynas tuned 490cc Yamaha. Lynas, after long being associated with stock car racing, has turned his tuning talents to motorcycles and Farmer will be the first of three riders on the newly formed Lynas Racing Team. Butch Lake is expected to be added with a third pilot to be chosen at a later date.

Ricky Glaser, although encountering his share of difficulties during the night, showed that he has a strong spirit by shaking off adversity and garnering the top spot over the assembled 125cc Experts. •

Results

MINI JR: 1. Derek Hansen; 2. Chad Bailey; 3. Mike Mallison.
MINI SR: 1. Mike Merlo; 2. Joey Stone; 3. Todd Hargroder.
BEG: 1. Jimmy Prado; 2. David Bauser; 3. Tom Dehart.
125 NOV: 1. Ernie Kessell; 2. Harry Lamb; 3. Tom Korla.
250 NOV: 1. "Trey" Brizendine; 2. Andy Thompson; 3. Steve Blackwell.
OPEN: 1. Marvin McKim; 2. Brian Briggs; 3. Sidney Feinstein.
125 INT: 1. Ronnie Prado; 2. John Hendrick; 3. C.R. Hebert.
250 & OPEN: 1. Rusty Burns; 2. Paul Horton; 3. Sean Kelley.
OVER 30: 1. Wiley Evans; 2. "Smokey" Joe Milian; 3. Bill Kasson.
125 EX: 1. Ricky Glaser; 2. Charles Street; 3. Walter Huey.
250 EX: 1. Jack Beckham; 2. Russell Rogers; 3. Brian Wood.
OPEN EX: 1. Jerry Farmer; 2. Keith Simmons; 3. Jack Hicks.

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$10,000
5th Annual Bosch Classic Moto Cross
November 27th & 28th

CANYON RACEWAY
Sponsored by: Young Cycle Supply ★ Bosch ★ PJ1 ★ D.I.D ★ Cycle-Am ★ Leader Goggles ★ ★ Answer Products ★ Lubri-Tech ★ Gator Products ★

★$6,000 AWARDS & TROPHIES TO SPORTSMAN CLASSES

★ Race Schedule for November 27th
All: Beginners; Novice's; Mini's 3 Wheelers; Pee Wee's; Y-Zingers; Old Timers; 4 Stroke.

★ GATE & SIGN-UP FEES FOR SAT. NOV. 27th
All Sportsman Classes
$12.00 Pre-entry $15.00 Post entry
Gate Fees — Adults — $4.00 ea.
Children Under 12 — $2.00 ea.
Bike Fee at Gate — $5.00 ea.
Includes ★ Motorcycle — ATC — Bicycles
(Deducted on sign-up to race)

GATE OPENS BOTH DAYS 6:30 AM
PRACTICE BOTH DAYS 7:30 AM
RACE AFTER PRACTICE

FOR INFO PHONE:
1-602-583-0575 or
1-602-934-5027

SAND AND DIRT COMPETITION AT ITS BEST

★ $4,000 PRO PURSE
Paid Per Moto 33% of Class thru 7 Places
Purse Paid Per Class, is based on Number of Entries Per Class

RACE SCHEDULE OF CLASSES ON NOV. 28th
125-250-Open Amateurs
125-250-Open Pros
★ Special Trophy Sweepstakes For The Following:
Top 10 Qualifiers from Sat. Classes Beginners-Novices-Minis

★ GATE & SIGN-UP FEES FOR SUN. NOV. 28th
Pro $25.00 Pre-entry $35.00 Post entry
Amateurs $12.00 Pre-entry
$15.00 Post entry
Special Sweepstakes $10.00
Gate Fees: Adults $5.00 ea.
Children under 12 $3.00 ea.
Bike Fee at Gate $5.00 ea.
Includes ★ Motorcycle — ATC — Bicycles
(deducted on sign-up to race)

NO PIT RIDING!

PRE-ENTRY DEADLINE NOV. 18th
Mail Pre-Entry with self-addressed envelope to:
CANYON RACEWAY
Box 1594 - Black Canyon Stage 1
Phoenix, AZ 85029

NAME (PLEASE PRINT) _____

ADDRESS _____

City _____ Zip _____

I, hereby release, and agree to hold harmless the CANYON RACEWAY, the promoters, the owners and the leases of the premises, the participants, and the officers, directors, officials, representatives, agents, and employees of all of them, of and from all liability, loss, claims and demands that may accure from any loss, damage or injury (including death) to my person or property, in any way resulting from, or arising in connection with this event, and whether arising while engaged in competition or in practice or preparation therefore, or while upon, entering or departing from said premises, from any cause whatsoever. I know the risk and danger to myself and property while upon said premises or while participating or assisting in this event, so voluntarily and in reliance, upon my own judgement and ability, and I thereby assume all risk for loss, damage or injury (including death) to myself and my property from any cause whatsoever.

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Date	Class
Your Number	Machine Brand
ENGINE DISPLACEMENT	

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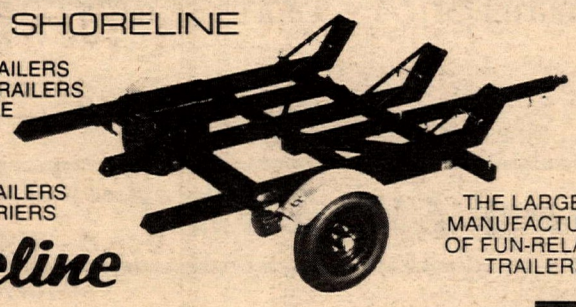

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Need CASH? CYCLE NEWS want ads will work for you.

AFM 1982 Race Schedule
Dec. 12 — Riverside
12422 Timber Creek Lane (213)
Cerritos, CA 90701 926-2583

Swapmeet November 19
Orange County Fairgrounds

Miller High Life Beer SUPERCROSS KICKOFF
SAT. JAN. 29th – ANAHEIM STADIUM
STADIUM MOTORSPORTS CORPORATION
P.O. 1523, LAGUNA BEACH, CA 92652
QUESTIONS? (714) 494-9484

LIGHTWEIGHTS M.C. PRESENTS
SHORT TRACK & SPEEDWAY
PERRIS RACEWAY
Saturday, November 20, 1982
For Info: (714) 771-3809
Ask for Jerry
DISTRICT 37

CALENDAR

CHAMPIONSHIP EVENTS

AMA/Dragbike! National Series

11/20-21	Gainsville, FL

World Speedway Championships

12/11	Pairs Liverpool, Australia

National Road Runs

11/27	Cycle News Barstow to Vegas Poker Run Barstow, CA - Las Vegas, NV

1983 Events

AMA/Camel Pro Series*

2/5-6	ST & TT/Houston, TX
3/6-13	RR/Daytona Beach, FL
4/9	TT/Gardena, CA
4/16	M/Sacramento, CA
5/1	M/San Jose, CA
5/7	H-M/Gardena, CA
5/15	M/Springfield, IL
5/22	RR/Lexington, OH
6/3-5	RR/Elkhart Lake, WI
6/4	H-M/Louisville, KY
6/11	H-M/Harrington, DE
6/17-19	RR/Loudon, NH
6/24	TT/Hinsdale, IL
6/25	H-M/Knoxville, TX
6/26	RR/Mt. Pocono, PA
7/2	M/Indianapolis, IN
7/10	M/Syracuse, NY
7/16	H-M/Hagerstown, MD
7/22-24	RR/Monterey, CA
7/30	M/DuQuoin, IL
8/7	M/Cicero, IL
8/21	TT/Peoria, IL
8/21	RR/Sonoma, CA
8/27	M/Indianapolis
9/3	H-M/Hamburg, NY
9/3-4	RR/Brainerd, MN
9/11	M/Syracuse, NY
9/18	M/San Jose, CA
9/24	H-M/Gardena, CA
10/2	M/Springfield, IL
10/8	TT/Pontiac, MI

*Tentative

AMA National Championship Enduro Series*

2/20	Clear Creek, CA
2/27	Columbia, SC
3/20	Enon, LA
4/10	Bucksnort, TN
5/8	Saline, LA
5/15	Abingdon, VA
5/29	Zaleski, OH
8/22	Moorestown, MI
9/4	Winterset, IA
9/11	Lynnville, IN
10/23	Oklahoma City, OK
10/30	Bear, DE

*Tentative

AMA ISDE Qualifier Series*

3/27	Tellico Plains, TN
4/1-3	Tulsa, OK
4/24	Athens, OH
5/1	TBA/NM
5/22	Rose City, MI
6/5	McMinnville, OR

*Tentative

World Championship Road Race Series

3/19	South Africa
4/3	France
4/24	Italy
5/8	Germany
5/22	Spain
5/29	Austria
6/12	Yugoslavia
6/25	Holland
7/3	Belgium
7/31	England
8/7	Sweden
9/4	Italy

World Championship Endurance Road Race Series

5/14-15	France
5/22	England
6/12	Germany
6/19	Austria
7/9-10	Spain
7/31	Japan
8/20-21	Belgium
9/25	Italy

World Championship MX Series

125cc

3/27	Holland
4/10	Austria
4/17	Italy
4/24	Belgium
5/1	France
5/15	Yugoslavia
5/29	Germany
6/26	Czechoslovakia
7/10	Russia
7/24	Sweden
7/31	Finland
8/14	Spain

250cc

4/17	Spain
4/24	France
5/1	Italy
5/8	Holland
5/29	Russia
6/12	Germany
7/19	England
7/24	Canada
7/31	NEW BERLIN, NY
8/7	Switzerland
8/14	Sweden
8/21	Finland

500cc

4/10	Switzerland
4/24	Austria
5/8	Germany
5/29	Sweden
6/5	Finland
6/19	Italy
6/26	CARLSBAD, CA
7/3	France
7/24	England
8/7	Belgium
8/14	San Marino
8/28	Holland

Sidecar

4/24	Spain
5/1	England
5/8	Sweden
5/29	Holland
6/5	France
6/26	Belgium
7/10	Germany
8/21	Austria
9/4	Switzerland
9/11	Italy

World Championship Trials Series

2/20	Spain
2/27	Belgium
3/6	England
4/12	Ireland
5/17	TBA/Texas
5/28	France
6/5	Austria
6/26	Italy
7/3	Switzerland
9/18	Finland
9/24	Sweden
10/2	Germany

World Speedway Championship

6/18	Pairs Gothenburg, Sweden
8/13	Team Voyens, Denmark
9/4	Individual Norden, Germany

Other Major Events Abroad

9/4	Motocross des Nations Belgium
9/11	Trophee des Nations Czechoslovakia
9/25	Coupe des Nations Switzerland
10/3-8	ISDE England

EVERY WEEK

Thursday

CALIFORNIA

SONOMA OUTLAW STREET DRAGS
Sears Point International Raceway, Hwys 37 & 121, Sonoma, CA. Bikes is one of classes, Bike winner will run against other class winners for King-of-the-Outlaws. Gate 5:30 p.m., race 7:30-10. Race or watch $5. Parking, pit access and children 12-&-under free. Info 707/938-8448.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy 91 east to Buchanan exit. Mini-Open, 100% Ex p.b. Info 714/689-1913, 735-1705.

CMC BAYLANDS NIGHT MX
Baylands Raceway Park, 44333 Christy St., Freemont, CA. Take Durham Rd exit off Hwy 17 or 680. All classes. 30% troph. CMC memb. req'd; avail. at track. Gate 4:30 p.m., prac. 6-6:45, sign up closes 6:45, race 7. Entry $12 Sptsmn, $15 Pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes incl. over/under bridge. Trophies thru 5th, Ex purse $300 or 300% p.b. All classes, Ex ride 3 motos. Gate 5:30 p.m., prac. 7. Entry $8, Ex $10, gate $4. Info 214/245-4693.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 north, north of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex $15, $5 gate/watch.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727—1171.

SADDLBACK SATURDAY MX
Saddleback Park, Orange, CA. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req'd. 33.33% troph. Info 714/495-4771.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

November 19

CALIFORNIA SWAP MEET National Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25, motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

Nov. 19-21

CALIFORNIA CYCLE SHOW
R.G. Canning's Custom Car, Cycle & Hot Rod Show. Long Beach Arena Complex, Long Beach, CA. Includes top contestants of the Vetter High Mileage contest. Show hours: 6 p.m. to 11:30 Fri; 1 p.m. to 11:30 Sat; 1 p.m. to 10 Sun. Info 213/ 588-1934, 587-5100 (x30).

November 20

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

AMA D-36 BENEFIT MX
Argyll Park, on Hwy 113, 12 mi. south of Dixon, CA. All classes. Bonus troph., 100% Semi Pro p.b. All proceeds go to D-36 Vet rider Mike "Boop Boop" Smith to help him fight his battle with Leukemia. Parts in the pits and food concessions. No pit riding, bicycles or dogs. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Semi Pro. Info 916/678-3592, 209/529-0923.

FREE CALIFORNIA TRIALS SCHOOL
Lucerne, CA. Hwy 15 N to Bear Valley Cutoff Rd, exit east to Hwy 18, follow Hwy 18 past Lucerne to turnoff marked on Hwy 18. School for Beg & Nov by Plonkers. Any bike OK. Free camping, everyone welcome. ATA points trial on Sun. School starts 1 p.m. Info 213/943-4415 (Art).

AMA D-37 PERRIS ST
Perris Raceway, Perris, CA. Frwy 15 S to Hwy 74 E, 12 mi. to Ellis, left to Burton Rd, right to track. All classes, 4 riders min./class. No pit pass fee. Silencer & class C trac. req'd. Entry: $10 1st class, $9 ea. extra; $15 250cc & Open Money; $5 riders with unlimited bikes. Watch $5 adult, $3 6-12, under-6 free. Lightweights M.C. Info 714/771-3809 (Jerry).

R.A.C.E. CALIFORNIA FT, TT & HALF MILE
Corona Raceway, Corona, CA. Hwy 91 E to Buchanan exit. Info 714/689-1913, 735-1705.

Nov. 20-21

GWV CALIFORNIA MX
On Hwy 8 at Live Oak Springs Rd exit, 35 min. east of El Cajon, CA. All classes except Minis. 50% Pro p.b., 2 troph./Sptsmn class. Riding all day Sat., free O/N camping. 1 mi. course. Pros 15 laps, Sptsmn 10. Sat: gate & tech. starts 8 a.m., prac. 9-6 p.m. Sun: prac. & qualifying 9-11 a.m., elim. noon to 6 p.m. Entry free to Sptsmn, $100 Pros. GWV Enterprises. Info 714/692-0552 (8-5), 275-5187 (recording).

AMA WASHINGTON S.I.R. MX
Seattle International Raceway, Kent, WA. All classes. Part of Northwest Challenge Series, $15,000 in cash & prizes, incl. some for Sptsmn! $3,000 Pro purse on Nov. 21 series finale. Sponsored by Wrangler, Pepsi, Scott, J B Racing, Rainer and Jim Pomeroy. Gate 7:30 a.m., prac. 9, race 10. Entry $9 Am., $14 Pro, gate fee Nov. 21 only. Info 206/631-1550 (Lynn).

CMC CALIFORNIA MX & MUSIC FESTIVAL
Don Hotton's first annual Music Motocross Festival. Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes. Double points, $3,000 purse. Sat. night concert in the giant tent, featuring Stu Blank and His Nasty Habits. Guest appearance by World Champion Brad Lackey. 2 water trucks. O/N camping & refreshments. Sptsmn race Sat., Pros Sun. Info 415/825-9899, 934-0530, 689-8245.

November 21

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

AMA KANSAS MX
Coffeyville, KS. 2 miles east of Hwy 166/169 junct. All classes. 30 % p.b. on troph., 150% Ex p.b. 17-and-under need notarized permission from parent. 3 number plates, silencer and proper riding gear req'd. Prac. 9:30 a.m., race 12. Entry $8 Sptsmn, $15 Ex. Watch $3, kids 6-and-under free. Cherokee MX, Rt. 2, Box 235, Coffeyville, KS, 67337. Info 316/251-1116.

CMC CALIFORNIA MX
Final race of Ghost Rider Series. Sunrise Valley Cycle Park, Adelanto, CA. All classes. Troph. to Sptsmn, $120 min. Pro purse/moto (+ $1,000 overall, total 3 races), special prize Yamaha Vision. Riders get Vision drawing ticket with entry, spectators can buy drawing tickets. CMC double pts. Gate 7 a.m., race 8:30. Mail entry (incl. gate fee) $15 Sptsmn, $25 Pro; deadline Oct. 25. Post entry: gate fee + $15 Sptsmn, $32 Pro. Info 714/245-7339, 246-6109.

AMA D-36 DEMELLO MX
Prairie City ORV Park, Sacramento, CA. Hwy 50 east from Sacramento, south on Prairie City Rd, right on White Rock Rd, 1 mi. to track entrance on left. All classes. 100% Pro p.b., extra big troph., free T-shirts to winners. D-36 rules. AMA & D-36 memb. req'd (avail at track). Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pros. Watch $5, under-12 $1. DeMello MX. Info 916/988-2208 (Vasco DeMello).

NMA CALIFORNIA MX
NMA Fall National #4. Saddleback Park, Orange, CA. Frwy 55 to Chapman Ave exit, east 7 mi. to Santiago Canyon Rd, right to County fire station, left on road past fire station. 50-250cc classes. 30% troph., Pro p.b. Gate 6:30 a.m., prac. 8, race 9:30. National Motosport Association, P.O. Box 46, Norwalk, CA, 90650. Call for entry forms/info 213/868-8112.

SCTK TEXAS MX
Denison, TX. Hwys 75 & 691, atop Breezy Hill, between Sherman & Denison. Classes: Open, Enduro/Playbike, 250cc, 125cc, Over 30, Beg. Mini, Mini Jr. and Mini Sr. Troph. to fifth. Must have helmet, 3 no. plates and protective footwear. Gate 7 a.m., sign up 7:30, prac. 8, riders meeting 9:30, race 10. Gate fee $3, entry $6. Sandy Creek Texoma Kawasaki. Info 214/892-3118 (days), 463-6049 (after 6 p.m.).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b., 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro; ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-38 TURKEY CHASE GP
Final race in Marty Tripes Series. Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 20% troph., 40% p.b. to Jr Pro/Ex & Am, 70% Pro p.b. No memb. req'd. Gate 7 a.m. Prac: Nov 8; Jr Pro/Ex & Am 8:30; Pro 12:30. Race: Nov 9; Jr Pro/Ex & Am 10:45; Pro 1 p.m. Mail entry $15 Nov, $25 Jr Pro/Ex & Am, $50 Pro; deadline Nov. 15. Post entry $20 Nov, $30 Jr Pro/Ex & Am, $60 Pro. Professional Racing Orginization, Inc., 15635 Brookhurst Suite 10, Westminster, CA, 92683. Info 714/531-7158.

OKLAHOMA MOORELAND MX
On Hwy 50, 7.3 mi. north of Mooreland, OK. All classes. 150% Ex p.b., nice troph. 1 mi. track over natural terrain. Birth cert. req'd for all Mini riders. Gate 8 a.m., prac. 9:30, race 11. Entry $6 Sptsmn, $20 Ex, $4 watch. Country Moto Cross, Inc. Info 405/994-2533, 944-9345 (trackside).

CALIFORNIA SWAP MEET & BIKE SHOW
Stockton Fairgrounds, Stockton, CA. Live band. Food & drinks. No guns or pets allowed. Booth sales close 10 days before event. Gate 8 a.m. sellers, 11 a.m. public. Close 4:30 p.m. General admission $3.50. 10 x 10 booth space $20, double $35. Modified Motorcycle Association, Special Events Division, P.O. Box 1576, Pacifica, CA, 94044. Info 408/728-1847, 724-6298.

AMA D-37 DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore offramp. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. D-37 riders scored seperately from reg. DeAnza MX under D-37 rules; no memb. req'd. Free O/N camping. Gate 6 a.m., prac. 8:30, race 9:30. $6 gate fee + $9 Sptsmn, $13 Pros, non-DeAnza memb. add $2. Info 714/653-8068, 5840, 7979.

AMA D-37 HARE & HOUND
Freemont Valley, CA. Limed from Hwy 14 & Garlock Rd. & also Hwy 395 & Randsburg Rd. All classes. Finisher pins, 10% troph. 75 miles of fun! Pie-plates welcome. Beg & Nov Women go first loop only. 9 a.m. start. So Cal M.C. Entry $15. Info 805/269-1082.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up 8, prac. 8, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

AMA D-36 BEARFOOT ENDURO
Fouts Springs, CA. I-5 to Maxwell, go 40 mi. west to Stonyford, limed from Stonyford. All classes. Finisher pins, bonus troph. for C riders & first overall troph. New trails, approx. 90 mi., easily ridden by C riders. Route sheets & mileage markers. Green Sticker/License, muffler & spark arrester req'd. Riding no. drawing Nov. 12, mail entries close Nov. 15. Entry $15 mail, $17 post, add $6 for 3-man team, add $2 for name change. Mail SASE for entry form to : Richmond Ramblers M.C., P.O. Box 5374, Richmond, CA, 94805. Info 415/799-5909, 235-6505.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $705 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $8 Sptsmn, $10 Ex. Gate $4. Info 214/245-4693.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/ 428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ATA CALIFORNIA TRIAL
ATA Plonkers Turkey Shoot Trial. Lucerne, CA. Hwy 15 N to Bear Valley Cuttoff Rd, east to Hwy 18, Hwy 18 S past Lucerne to turnoff marked. All classes. 20% troph. New Big Bear area. Big Huge slabs of rock. Good prac. area, free camping & free school on Sat. (1 p.m.). Sign up 8:30 a.m., rider's meeting 9:45, start 10. Entry $10 memb., $12 non-memb. Info 213/943-4415 (Art).

AMA D-36 NEVADA MX
Lions Club MX Track, Fernley, NV. On Hwy 80, 30 mi. east of Reno. All classes. 30% Sptsmn troph., 200% Pro p.b. Free camping. Early Sat. sign up, 3 p.m. 'til? Sign up Sun. 6 a.m., prac. 7, race 8. Entry $3 gate + $12 Sptsmn, $15 Pro. Shirt Jazz & friends. Info 702/329-1323 (day), 575-2898 (eve.).

TEXAS MX/SCRAMBLES
Stormy Acres, Jacksonville, TX. All classes. Troph. 1-8 each class plus 1-8 after series; this is final race of 3-race series. Expert purse $200/ event plus $300 to overall series winner. Lots of series awards & contingencies for all riders. Prizes for spectators too! 8-10 mi. course. Free O/N camping. Minis, Women & Beginners race 9-10, Sptsmn race 10:30-12:30, Ex race 1-3 p.m. Gate $5. Mail entry $15, $18 post; pre-ride Sat. $3.

CALIFORNIA RACING CLUB PRESENTS

9:00 MINI
10:00 ATC & ODY
11:00 100, 125, 175, AM, NOV, BEG
12:00 125, 250, OPEN PROS

1:00 CRC VETERANS
2:00 250 AM, NOV, BEG
3:00 OPEN AM, NOV, BEG

DECEMBER 5th

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CRC RACE SCHEDULE

Nov. 21 — MOTOCROSS
Indian Dunes — *Anaheim Qualifier*

Nov. 28 — MOTOCROSS
Saddleback — *Anaheim Qualifier*

Dec. 5 — CHRISTMAS G.P.
Indian Dunes — *Anaheim Qualifier*
MX, GP, & ATV Points

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CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

R.A.C.E. Schedule

Fri.	Nov. 19	Motocross	Corona
Sat.	Nov. 20	FT, ½ MI, TT	Corona
Fri.	Dec. 3	Motocross	Corona
Sat.	Dec. 4	Odys, 3 Whlrs	Corona

ARROYO CYCLE PARK OPEN 7 DAYS A WEEK
Next Motocross Nov. 21
San Bernardino
Phone: (714) 689-6114

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Short Track & TT
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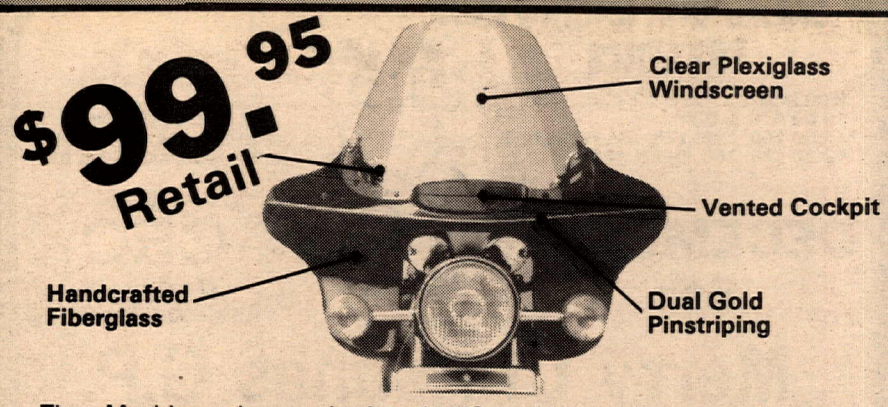
Gates Open 10:00 a.m. • Practice 11:00 a.m.
Sand & Dirt Competition At It's Best •
1½ miles west of 99th Ave & Carefree Hwy •
Phoenix, Arizona

SRA Schedule
NOV. 28 — RIVERSIDE G.P.
(Double SRA Points)
BIKES — ATC — ODY
(714) 828-1358

TIME MACHINE



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Mail entries to Billy Click-Race Director, 202 Sawdust Road, Suite 110, The Woodlands, TX, 77380; entries must be received before Nov. 18. Info 214/882-4215.

SIDRA IDAHO DESERT RACE
Marsing, ID. Go 16 mi. south of Marsing on Hwy 78 to Wilson Creek Rd, go west 2.5 mi. All classes. Troph. 50% Ex, 30% Am. Finisher pins. Custom silver belt buckle to 1st OA. 33 mile course, 3 loops; seperate course for Minis. Sign up 9 a.m., rider's meeting 10:30, race 11. Entry $12 Mini, $20 all others. Desert Raiders M.C. Info 208/337-3789.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes. Troph. & 100% Pro p.b. O/N parking. Good breakfast & lunch avail. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/223-5600, 221-3118.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AMA D-28 CLARKS BRANCH MX
Roseburg, OR. I-5 to Clarks Branch to Round Prairie Rd exit, go east about 3 mi. All classes. 200% Pro p.b. Helmet #, 3 # plates, mufflers & protective clothing req'd. Gate 8 a.m., prac. 8:30, race 10. Watch $3 adult, $2 age 6-18, under-6 free. Entry: gate fee + $7 Sptsmn, $10 Pro. Clarks Branch Cycle Club. Info 503/673-1671, 673-3205, 672-4179.

November 26

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humbolt. Races begin at 8 p.m. Tickets avail. at Select-A-Seat. Glenn Plues M.C. Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

Nov. 26-27

OMC IDAHO INDOOR FLAT TRACK
Caldwell,ID. Behind the O'Conner Field House at 21st & Cleveland. All classes up to 750cc (2 cylinder max.) incl. Powder Puff. 70% p.b./night, bonus paid to overall winners both nights, bonus also to Series winners at end of Series on Mar. 26. Indoor pitting & concessions. Class C tires on rear (front knobbies OK) and silencers req'd; C tires optional for Mini, Micro & Pee Wee. Sign up 4-6 p.m., prac. 6, race 7. Entry: $5 Mini, Micro & Pee Wee; $10 Beg; $15 Ex. Watch $3 adult, $1 6-12, free to under-6. Owyhee Motorcycle Club. Info 208/342-7439 (Ref.), 888-7357 (Asst. Ref.), 459-0010.

UTAH BUNKER HILL MX
½ mi. north of Delta, Utah. All classes. 20% troph. to big bikes, 33% troph. to Minis, 80% Pro p.b. O/N camping, concessions. Sign up 7-9 a.m., prac. 9, race 10. Entry $10 Mini, $15 Sptsmn, $25 Pro. Watch $2 adult, $1 child. Sugarloafers M.C. Info 801/864-2556, 864-3905.

ARKANSAS COORS INDOOR MX CHAMPIONSHIPS
Pine Bluff Convention Center, Pine Bluff, AR. All classes. Troph. & $1,000 purse. Sign up 3 p.m., prac. 4, race 8. Entry $20. Indoor Sports. Info 501/879-1121 (Tom).

November 27

CYCLE NEWS B TO V POKER RUN AND OFF-ROAD DRAWING
Barstow, CA to Las Vegas, NV. I-15 east to Harvard Rd exit (approx. 20 mi. east of Barstow), right to Frontage Rd, left approx. 4 mi. to Alvord Rd, left again across Frwy to Cycle News motorhome. Open to all motorcyclists. Free event stickers. Super finisher pins. 2 drawings: 1st prize $150; 2nd $100; 3rd $50; plus Cycle News T-shirts, vests and loads of other prizes. Profits go to the Phantom Duck of the Desert and the AMA Legislative Support Fund. Road Bike Drawing at Las Vegas Strip offramp. Off Road drawing at Blue Diamond offramp. Both drawings 3 p.m. sharp. Sign up 8-11 a.m. Entry $ donation. Mail entry, check or money-order entry blank from Cycle News pages to: Cycle News B to V 4, P.O. Box 498, Long Beach, CA, 90801-0498. Info 213/427-7433.

AMA D-36 ARGYLL MX
Race 3 of Hi Point series. Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

AMA D-36 FAMILY ENDURO
Training Wheels Family Enduro. 10 mi. east of Georgetown, CA. All classes incl. 4 classes for children; Husband/-Wife & Parent/Child teams. Finisher pins & optional 1-loop troph., troph. presented on Sun. Timekeeping school on Fri. 50+ mi. course with 1 gas stop. Camping avail. Green Sticker/License, muffler & spark arrester req'd. 550 rider limit, no D-36 points or buddy riders. Key time 8 a.m. Rider no. determined by postmark. Rain date Dec. 5. Entry $13 for D-36 cardholders & family, $15 non-card holders. Mail entries close Nov. 20. Mail SASE for entry form to: California Enduro Riders Association, c/o Colby Chestnut, 4298 Crescendo Ave, San Jose, CA, 95136. Info 415/462-7988, 965-9558.

AMA D-37 SADDLEBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Info 213/893-1583.

AMA D-37 EUROPEAN SCRAMBLES
Hwy 15 to Hodge Rd exit, between Victorville & Barstow, CA. Start 9 a.m. Entry $14. San Gabriel Valley M.C. Info 213/326-6611 (Dale).

Nov. 27-28

ARIZONA CANYON RACEWAY MX
$10,000 5th Annual Bosch Classic MX. Canyon Raceway, Phoenix, AZ. 1½ mi. west of 99th Ave & Carefree Hwy. All classes. $6,000 awards & troph. to Sptsmn, $4,000 Pro purse. Pro purse paid by moto to 33% of class through 7th. 30 min. Pro motos. Sponsored by Young Cycle Supply, Bosch, PJ1, D.I.D., Cycle-Am, Leader Goggles, Answer Products, Lubri-Tech and Gator Products. Gate 6:30 a.m., prac. 7:30 both days. Sat: Beg, Nov, Mini, Pee Wee, Y-Zinger, OT & 4-stroke race. Sptsmn entry $5 gate (deducted at sign up) + $12 mail, $15 post. Watch $4 adult, $2 child under-12. Sun: Am, Pro & special troph. sweepstakes for top 10 qualifiers from Beg, Nov & Mini Sat. classes. Entry $5 gate (deducted at sign up) + $12 Am/$25 Pro mail, $15 Am/$35 Pro post. Watch $5 adult, $3 child under-12. Mail entry & SASE to: Canyon Raceway, Box 1594 - Black Canyon Stage 1, Phoenix, AZ, 85029 (deadline Nov. 18). Info 602/583-0575, 934-5027.

TEXAS SWAN MX
East Texas Turkey Shoot Out. Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 8th, $2400 Ex. purse (15 rider min./class), 200% Pro p.b. if less than 15. Free O/N camping, $5 electrical hook up fee. Nov ride 1 moto Sat., 1 moto Sun., prac. 9 a.m., race 10. Int & Ex prac. approx. 1 p.m. Sun. Entry $6 gate ($8 for 2 days), $10 Sptsmn, $25 Ex. Info 214/ 882-4215 (Bill Law).

November 28

CMC CALIFORNIA MX
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to Prairie City Rd., go south, then right on White Rock Rd. and go one mile to track. All classes. 50% troph. to Vets and OTs, 30% to Sptsmn; 100% Pro p.b. Super radical track. Gate 6:30 a.m., prac. 7:30, race 8:30. Entry $10 Sptsmn, $15 Pro. Gate $5. Star Promotions. Info 209/571-0122.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. All classes. Cash p.b. to Pros, 30% brass to Sptsmn. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

SRA CALIFORNIA GP
Riverside International Raceway, off Hwy 60, Riverside, CA. All classes. Finisher pins & 20% troph. O/N camping OK, no play bikes. Gate 4 p.m. Sat., prac. 8 a.m. Sun, race 9. Entry $15 mail, $20 post, add $1 for non-memb. Sportsman Racing Association. Info 714/828-1358.

CMC CALIFORNIA MX
Baylands Raceway Motor-Rama. Baylands Raceway, 44333 Christy St., Freemont, CA. Take Durham Rd exit off Hwy 17 or 680. All classes. 30% troph. All four tracks will run: MX, Drags, 3-wheelers & Carts. CMC memb. req'd. Gate 9 a.m., prac. 10, race 11. Entry $12 Sptsmn, $15 Pro. Watch $5 adult, $2 7-12. Info 415/651-2545.

AME CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126, park is on left. All Classes. Pro p.b., 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Lou Sorensen benefit day, all OTs' entry fees will go to help Lou. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS MARSHALL MX
Marshall Creek Cycle Park, Marshall, TX. Hwy 114 from Dallas to right on Marshall Creek Rd, or Hwy 35 to 114E to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 entries. Approved silencer, 3 no. plates & sign up before prac. req'd. No O/N camping. Gate 5 a.m. Split sched: Nov prac. 8; Ex sign up noon. Entry $10 Sptsmn, $15 Pro. Info 214/270-3908.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

CALIFORNIA CORAL CANYON MX
Campo, CA. I-8 E to Buckman Springs Rd exit; follow signs posted. All classes. Sptsmn troph. to 3rd, 100% Pro/Ex p.b. Free camping by permit. Spark arresters req'd; event held on Cleveland National Forest Land. Sign in & prac. Sat. 6:30-9:30 p.m., Sun. 6-8:30 a.m. Rider's meeting 8:45, race 9. Entry $10 Sptsmn, $15 Pro/Ex. Watch $2.50 adult (over-12). Info 714/478-9145.

AMA D-36 SEARS POINT MX
Sonoma, CA. Hwys 37 & 121, 30 min. north of the Golden Gate bridge. All classes incl. Dinosaurs & Beginners. Bonus troph. All-new challenging course each race of series: Nov. 28, Dec. 5 & Dec. 12. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry: $10 Sptsmn; $15 Ex.; $5 gate, $1 child 6-12 (under-6 free). Info 707/938-8448 (Bob).

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

December 3

CALIFORNIA SWAP MEET National Orange Showgrounds, I-15E to Orange Show Rd exit, San Bernardino, CA. Open 6-10 p.m. Free parking. 1000s

of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25, motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

December 4

ADRA ARIZONA DESERT RACE
6th Annual Sonoita to Rocky Point Hare 'n Hound. The Arizona Desert Racing Association, 1408 E. Granada Rd., Phoenix, AZ, 85006. Info 602/252-1900.

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info.503/ 928-7205, 753-0566.

Dec. 4-5

AMA D-37 SUNRISE GP
35th Anniversary Toys For Tots GP. Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes incl. sidehacks. Troph. & finisher pins. Super expanded course. O/N parking. Gate 7 a.m., race 9. Watch $5 or one toy of equal value. Mail entry $20 (deadline 12/1), $25 post. Info 714/244-6396, 243-3248.

December 5

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

CRC CALIFORNIA GP
Merry Christmas Gran Prix. Indian Dunes, Valencia, CA. Info 714/689-6114.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. 2 long motos and cash for Pros; 2 motos and brass for Sptsmn. Entry $12 Sptsmn, $15 Pros; CRC memb. req'd. Gate 7 a.m., prac. 8, race 9:30. California Racing Club. Info 213/830-7519.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $705 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $8 Sptsmn, $10 Ex. Gate $4. Info 214/245-4693.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

AME CALIFORNIA MX
Sprockets Park, Bakersfield, CA. All classes. Pro p.b., 30% Sptsmn troph. Free O/N camping. Gate 7 a.m., prac. 8, race 9. Entry $10 Sptsmn, $17 Pro; ($15 to Pro p.b.); AME memb. ($20) req'd. American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA D-36 SEARS POINT MX
Sonoma, CA. Hwys 37 & 121, 30 min. north of the Golden Gate bridge. All classes incl. Dinosaurs & Beginners. Bonus troph. All-new challenging course each race of series: Nov. 28, Dec. 5 & Dec. 12. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry: $10 Sptsmn; $15 Ex.; $5 gate, $1 child 6-12 (under-6 free). Info 707/938-8448 (Bob).

ERA OREGON MX
Franklin, OR. Hwy 36 or Florence cuttoff through Cheshire to Territorial Rd, turn left, track next to grade school. All classes, 5 rider min./class. 33.33% Sptsmn troph., 100% Pro p.b. Protective clothing, 3 no. plates, helmet no. & muffler req'd. Sign in 9 a.m., prac. 10, race 11. Pro-Am memb. $10. Entry $6 Sptsmn, $10 Pro, add $1 if you forget Pro-Am card, add $2 for non-memb. Watch $3 adult, $2 6-17 (with student body card), under-6 free. Emerald Racing Association. Info 503/688-1274.

ARIZONA SUN GP
Canyon Raceway, Phoenix, AZ. 1½ mi. west of 99th Ave & Carefree Hwy. All classes incl. sidecars. Troph. presentation after last race, $1000 Pro purse. No playbikes. Races at 8 a.m., 10 & Pros race at noon. Mail entry $30, $40 post, $40 sidecar, $50 Pro. Sun Motorcycle Club. Info 602/945-4433 (Tony).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CMC FOUR-STROKE NATIONALS
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd exit, east 3 mi. to track. Pro p.b. for 500cc Pro class (National Pros excluded), $1,000 Open Pro purse! Mail entry $15 Sptsmn, $25 Pro. Post entry $20 Sptsmn, $35 Pro. Continental Motosports Club, P.O. Box 1402, Costa Mesa, CA, 92626. Info 714/557-3323.

AMA D-36 MOTO ONE MX
Redding, CA. Hwy 44 E to Airport Rd, south to Rancho Rd, turn left & follow signs. All classes. Troph. & 100% Pro p.b. O/N parking. Good breakfast & lunch avail. Parts in the Pits. Gate 6:30 a.m., prac. 7:30, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child. Info 916/223-5600, 221-3118.

December 10

CALIFORNIA SWAP MEET
National Orange County Fairgrounds, south end of Newport 55 Frwy, Costa Mesa, CA. Open 6-10 p.m. Free parking. 1000s of parts, access. & bikes. Sellers move in 1-4 p.m. 10x10 space $15, 10x15 & prime space $25, motorcycles for sale $10 ea. Intershows, P.O. Box 2910, Mission Viejo, CA, 92690. Info 714/498-6861, 498-2034 (24 hr).

December 11

OREGON INDOOR NIGHT ST
Jackson County Expo Park, off I-5, Medford, OR. All classes. Youth & Pro money. Part of 2nd annual Indoor Motorcycle Race Championship Series. Beer & food concessions. Sign up 6 p.m., prac. 7 p.m., race 8. Entry $10 Pro, $6 second bike & youth. Watch $4 adult, $3 Student (through 12th grade), under-6 free. Info 503/476-4404.

CALIFORNIA INDOOR ST
Red Bluff Fairgrounds, Red Bluff, CA. All classes, 6 rider min./class. High point award for series: 12/11, 1/15, 2/12, 3/26-27. Cushion surface, class C trac. req'd. Gate 5:30 p.m., sign up 5-7:15, prac. 7, race 8. Watch $3 adult, $1 child under-12, $1 pit pass (whites req'd). Entry $10 Sptsmn, $4 Semi Pro. Info 916/527-1466, 347-4488 (eve.).

ATA/AMA CALIFORNIA TRIAL
Schreiber Cup Expert Trial with Support class. Littlerock Dam, near Pearblossom, CA. I-5 to 14 N, to Pearblossom Hwy E to Cheeseboro Rd, south past dam to trials site. Expert & Support classes only. Helmets & approved spark arrestors req'd. World caliber sections, great for spectating. Sign up 9 a.m., rider's meeting 9:45, start 10. Entry $12. Valley Observed Trial Enthusiasts. Info 213/679-0545.

Dec. 11-12

CALIFORNIA PERRIS GP
Perris Raceway, Perris, CA. Frwy 15 to Hwy 74 E, 8 mi. to Ellis, left to track. All classes. Finisher pins, 20% troph. & contingencies to Sptsmn, 80% Pro p.b. incl. Mini & Vet Pro. Drawing for new Can-Am plus top fuel exhibition Dirt Drags & a special Mini team race. Separate O/N camping for families & partiers. Live Rock music featuring Robin & the Hoods. Gates open noon Sat. to midnight, race 3. Sun. gate 6 a.m., race 9 a.m. Mail entry $16 Sptsmn, $20 Pro (deadline 12/7). Post entry $20 Sptsmn, $25 Pro. Double Cross Racing Association, 1983 Las Posas Rd, Corona, CA, 91720. Info 714/737-8712, 734-5434, 539-3856.

December 12

CMC CALIFORNIA MX
Prairie City OHV Park, Sacramento, CA. Hwy 50 east to Prairie City Rd., go south, then right on White Rock Rd. and go one mile to track. All classes. 50% troph. to Vets and OTs, 30% to Sptsmn; 100% Pro p.b. Super radical track. Gate 6:30 a.m., prac. 7:30, race 8:30. Gate $5. Entry $10 Sptsmn, $15 Pro. Star Promotions. Info 209/571-0122.

CRC CALIFORNIA ENDURO
Santa Claus family enduro. Lucerne, CA. All classes. 10% class troph., 100% finisher troph. 2 loops (approx. 35 mi. ea.); Women, Minis & C-16 go one. Start 8 a.m. Mail entry $18, post $21, non-memb. add $4. California Racing Club. Info 714/689-6114.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

AMA D-36 SEARS POINT MX
Sonoma, CA. Hwys 37 & 121, 30 min. north of the Golden Gate bridge. All classes incl. Dinosaurs & Beginners. Bonus troph. All-new challenging course each race of series: Nov. 28, Dec. 5 & Dec. 12. Gate 6 a.m., sign up 6:30, prac. 7:30, race 9. Entry: $10 Sptsmn; $15 Ex.; $5 gate, $1 child 6-12 (under-6 free). Info 707/938-8448 (Bob).

AMA D-36 MARYSVILLE MX
"E" St. Bridge Track, Marysville, CA. Hwy 70 to N. Beale Rd (at south city limit), then go over levee on Shad Rd. All classes. Run rain or shine, pits sheltered by bridge. No riding the day before race. Parts in the Pits. Free camping. Gate 6:30 a.m., sign up 7, race 9. Entry $15 Sptsmn, $15 + $5 Pro. Watch $4 adult, $1 child, under-6 free. Info 916/695-2727 (promoter), 695-2088 (D-36 Official).

AFM CALIFORNIA RR
Riverside International Raceway, off Hwy 60, Riverside, CA. American Federation of Motorcyclists, 12422 Timber Creek Lane, Cerritos, CA, 90701. Info 213/926-2583.

SRAC COLORADO RACE
Berthoud Track, Berthoud, CO. Valley Dirt Riders. Info 303/433-0508 (SRAC hotline), 532-2558 (Felix).

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Area Code

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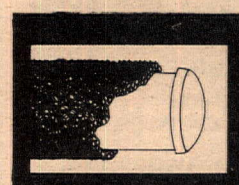

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AMA D-37 JACKRABBITS H & H
Freemont Valley, CA. Limed from Randsburg Rd & Randsburg town. All D-37 desert classes. Finisher pins. Last race of the year. 1st loop 35 mi. (easy), 2nd loop 65 mi. (tough), alternate gas (club will deliver your can). Pie plates welcome. Start 9 a.m. Entry $15. Jackrabbits M.C. Info 213/830-5385.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AMA D-28 CLARKS BRANCH MX
Roseburg, OR. I-5 to Clarks Branch to Round Prairie Rd exit, go east about 3 mi. All classes. 200% Pro p.b. Helmet #, 3 # plates, mufflers & protective clothing req'd. Gate 8 a.m., prac. 8:30, race 10. Watch $3 adult, $2 age 6-18, under-6 free. Entry: gate fee + $7 Sptsmn, $10 Pro. Clarks Branch Cycle Club. Info 503/673-1671, 673-3205, 672-4179.

December 18

AMA D-36 ARGYLL MX
Final race of Hi Point series. Argyll Park, on Hwy 113, 11 mi. south of Dixon, CA. All classes incl. Dinosaur. Troph., Bonus troph. and 100% Pro p.b. Concessions and Parts in the Pits. No pit bikes or dogs. Gate 6:30, prac. 7:30, race 9. Entry $15 Sptsmn, $15 plus 5 Pros. Watch $4, 6-12 $1. Info 916/678-3592, 678-9956.

OREGON INDOOR NIGHT ST
Benton County Fairgrounds, 110 SW 53rd, Corvallis, OR. Sptsmn classes Mini-500, Pro 250 & 500. Class C tires (except mini), muffled & "non-smoker" bikes only. Sign up 6 p.m., prac. 7, race 8. Entry $6 Sptsmn, $12 Pro. Watch $3 adult, $2 6-18, under-6 free (with adult). Willamette Valley Cycle Club/ Trak-Tak Racing Specialties. Info 503/ 928-7205, 753-0566.

December 19

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Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd. 11 miles. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy), 443-1610 (Bo).

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Road Runs

November 21

AMA D-37 UEA POKER RUN
Second annual Pine Tree Poker Run. Temple City, CA. Finisher pins and prizes for high and low poker hands. 150 mi. of desert and mountain roads. Special Temple City Honda discounts for riders on day of poker run. Free coffee & donuts at 7:30-9 a.m. sign up: Temple City Honda, 9228 E. Las Lunas, Temple City, CA. Entry $6, D-37 Road Riders deduct $1. AMA memb. not req'd. After 7 p.m., info 213/633-3369 (Ed), 968-6856 (Chris).

November 27

CYCLE NEWS B TO V ROAD RUN
Barstow, CA to Las Vegas, NV. See listing in regular calendar section under Nov. 28. Info 213/427-7433.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

AMA D-38 Desert Point Standings as of third quarter, 1982

SR	
W.C. Thornton	3290
P. Ziegler	3260
A. Brattin	2740
J. Neeley	2700
R. Adsit	2470
D. Orozco	2260
D. Bird	2060
T. Scott	2045
C. Baker	1660
H. Graves	1650
J. Finger	1610
C. Hollenbeck	1450
L. Wolf Sr.	1375
G. Paraham	1230
R. Ahrens	900
D. L'Allier	650
R. Hardifer	630
E. Goldstein	615
H. Soens	520
D. Cavins	430
125	
Ed Foland	4020
Terry Strauwald	3710
James Tucker	3350
Kirk Hester	2790
Patrick Lowrie	2655
John Bird	2350
Roy Basin	2120
Joe Stidman	2040
Robert Pippin	1940
Pam Foland	1855
Scott Reams	1740
Sean Cavins	1630
Mike McCoy	1190
Troy Adams	1015
Dan DesRosiers	900
Torsten Corum	830
Gary Altenburg	670
Glenn Stone	605
Jeff Foland	580
Joe Lane	550
250	
Matt Hope	3680
Paul Eddy	3500
Gordon Clark	2990
Randy Byers	2950
Todd Kennedy	2850
Scott Mathison	2485
Mort Maynard	2400
Larry Davis	1990
Tom Shaw	1700
Robert Bird	1625
Larry Kussler	1610
Rick Denison	1585
Dean Osthoff	1450
Steve Lopez	1120
Brett Nelson	930
Chuck Kecskes	900
Blake Fair	740
Martin Chase	690
Ross Gregory	610
Lloyd Savoie	525
OPEN	
Leon Livingston	3315
Dale Stevenson	2970
Steve Basin	2945
Bob Towne	2845
John Robinson	2533
Brian Sanders	2260
Niels Manley	2145
Randy Hollenbeck	2015
George Ryan	1760
John Fargo	1740
Dave Popoff	1680
David Cox	1510
Allen Blevins	1440
Bill Maki	1394
Craig Corda	1300
Norm Elsperman	1276
Chuck Humphrey	1250
Louie Tevis	1225
Ron DesRosiers	1135
Gary Trainor	1105
VET	
Monte Lee	3380
John Peterson	3140
Ed Mundy	2860
Bob Huff	2780
Tom Carrol	2400
Chris Billings	2390
Lee Johnson	2350
Richie King	2295
Claude Maynard	2295
Frank Sherfy	2220
Jay Ahrens	1630
Robert Larson	1530
Dick Denison	1520
Donie Killgore	1500
Gary Bailey	1370
Mike McCurry	1360
Dane Wagner	1210
Jake Clay	1140
Al Yoakum	1135
Bill Reams	1130

AMA D-37 Desert Lightweight 2 0-175cc Point Standings as of Oct. 9, 1982 By Gary Charters

EX	
Tom Elias	3260
Robert Charters	2870
Oren Beck II	2230
Brett Howell	2060
Peter Postel	1850
Fred Heacock	1765
Wes Anderson Jr.	1290
Joseph Lockhart	1250
Duane Summers	1210
Guy Gowdy	1170
Tim Sinclair	1020
Scott Anderson	840
Bruce Jones	610
Paul Palmer	600
Scott Atchison	490
Bill Mattox	470
Dennis Greene	340
Kevin Hopkins	200
Mike Sixbery	170
Rick Schumaker	170
AM	
John Braasch	1760
Mark Stoner	1320
Mike Monterone	1165
Mark Zela	1160
Ray Waters	1060
Dan Theel	1000
Kent Worley	970
Jim Mattox	790
Bryan Charters	760
Art Guzman	750
Bob Bauman	720
Eric Hallgath	700
Jim McGrath	640
Mike Harris	550
Mike Jones	450
Dan Chumney	430
Tony Rossetti	415
Mark Purser	370
Mike French	370
Larry Brown	370
NOV	
John Bauman	850
Brent Smith	810
Shelby deCordova	715
Lindsay Smith	680
Paul Kelly	640
Hans Giese	550
David Schneider	480
John Stoessel	475
Mark Day	470
John Stoffel	470
Larry George	470
Keith Johnson	425
Mark Kralik	405
Dannie Childs	386
Greg Goodman	370
Dennis Smith	320
Pete Dobrotin	305
Wayne Kosky	300
Pat Kapko	285
Robert Olchawa	265

American Road Racing Association Final Point Standings By Lori Tyson

50 GP	
Dylan Code	20
Luke Sayer	13
Ed Toomey	10
50 PROD	
Terry Maves	46
Terri Wells	32
Steve Shelton	27
100 GP	
Royce Flora	52
Dusty Behrman	47
Richard Trask	17
125 GP	
Len Gambo	92
Tom DeWitt	80
Marty Anderson	45
200 GP	
Don Nelson	22
Scott Waters	9
Alex Sardo/ Richard Trask	8
250 PROD	
Dan Diaz	53
Rob Pritchard	44
Jeff Kratka	36
250 SS	
Rob Pritchard	42
Jeff Kratka	32
Robin Stabile	25
FORMULA 4	
Don Hale	27
Don Nelson	26
Jim Collins	23
450 PROD	
Howard Monise	155
Jeff Braucht	126
Clint Whitehouse/ Mark Capell	115
450 BOX STK	
John Thornton	85
Rick Soloway	62
Perry Stein	35
450 SS	
Howard Monise	94
Jay Tanner	61
Ken Stack	55
600 BOX STK	
Aaron Post	165
Joe Bruscella	134
Doug Toland	120
600 PROD	
Aaron Post	176
Joe Bruscella	156
Doug Toland	150
600 SS	
Steve Reynosa	114
Walt Nitto	86
Robert Holdsworth	59
600 4-STROKE GP	
Steve Reynosa	55
Doug Toland	35
Whitney Blakeslee/ Robert Holdsworth	20
750 BOX STK	
Earl Rolloff	87
Steve Gardner	58
Mike Minnig	44
750 PROD	
Denny Fryer	127
Steve Gardner/ Chris Mencher	55
750 SS	
Denny Fryer	112
Rob Radel	66
Steve Dyer	64
OPEN BOX STK	
Terry Statum	51
Bill Kinney	26
Kirk Ochwat	21
OPEN PROD	
Terry Statum	62
Earl Roloff	48
Bill Kinney	29
OPEN SS	
John Wells	72
Earl Roloff	54
Kevin Bracken	47
OPEN 4-STROKE GP	
John Wells	62
Jim Collins	41
Myram Kitchen	20
250 GP	
Jon Slobom	44
Chris Steward	33
Mike Haller	30
500 GP	
Robert Rodrich	40
Robert DeWitt	32
Chris Steward	26
OPEN GP	
Jim Collins	39
Carey Andrew	29
Eddie Kocina	21

AMA D-36 MX Northern Nevada Championship Series Winners By Wretched Racer

50 NOV
Tony Marshall
80 NOV
Peter Pecorilla
80 JR
Chad Kay
80 EX
Randy Kay
100 NOV
Carl Rose
125 NOV
Joey Pecorilla
125 JR
Barry Larson
125 EX
Robbie Hadlock
250 NOV
Casey McCoy
250 JR
Beau Hibdon
250 EX
Jeff Cloutier
OPEN NOV
Glen Sciarini
OPEN JR
Loren Caudle
OPEN EX
Don Franklin
VET NOV
Ron Shakespear
VET JR
Wiley Wilson
VET EX
Tim Greene
OT NOV
Bob Hylton
OT JR
Stan Miles
OT EX
Joe Hathaway

TROPHY PICKUP

Shamrocks Team Race trophies can be picked up in the Desert at every race until the end of the year. (43/45)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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450-18 $59.90
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325-21 $51.00
DUNLOP KNOBBY NEW K-138 HT
450-18 $58.00
510-18 $59.25
IRC STREET A.W.
400-18 $42.00
510-18 $44.00

ARAI HELMET
VINTAGE
ELITES $109.95
ASTRO $139.95
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M. ROBERT BOOTS $99.95

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NORWALK, CA 90650
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CR 125/480 RB, RC
KTM 82, 83, 504
KX 125/250 B1, 83
HUSKY 81, 82, 83
YZ 125/490J
ATC 185S
ATC 250R

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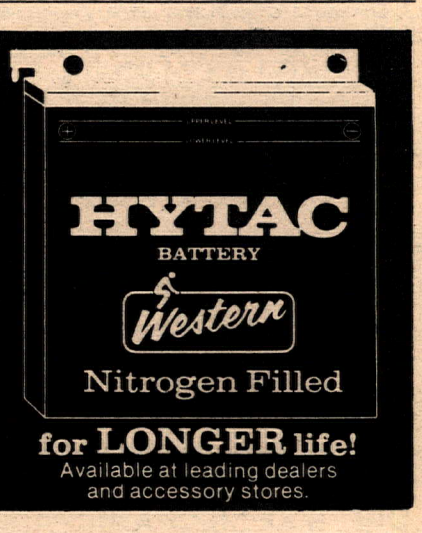

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NEW, FULLY PREPPED
LOWEST PRICE ANYWHERE
Track 'N Travel
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WANT ADS

Help Wanted

Yamaha Mechanic
5 years experience required. BELLFLOWER YAMAHA, Bellflower, CA. (213) 925-5097. (243/TFN)

Drag Bike Mechanic
Seeks mechanic-partsman position in Carlsbad, San Diego area. Call Don (714) 753-7927. (144/45)

Service Writer
Immediate opening for service writer. Great opportunity for self-starter with mechanical knowledge of motorcycles. Apply to Steve Dyer, Service Manager, LONG BEACH HONDA, (213) 423-1433. (244/TFN)

Sales Rep's Wanted
Ceet Racing Products needs Professional Sales people with established territories in several areas of the United States. Excellent Commission on our easy to sell Offroad and ATV Products, Call Clive Collect at (714) 439-3300. (143/46)

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Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (218/TFN)

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Immediate opening in Costa Mesa area for mature and experienced individual with own tools and a good ahead attitude. Experienced professionals only. Call Vic at Orange County Suzuki (714) 646-2428. (243/45)

INSIDE SALES POSITION
Looking for experienced order desk sales person to handle phone and customer service. Contact Susan at HELMET HOUSE, INC. (213) 828-6405. (245)

PROFESSIONAL, EXPERIENCED motorcycle store manager, mature, effective & strong, seeks position with growing, far-sighted firm. Heavy Yamaha background, thoroughly familiar with all phases of business. Will relocate, excellent references. Call or write: D.E. Thompson, 2136 S. Union #6, Tacoma, WA 98405. (206) 752-6522. (345/46)

DIRT BIKE MECHANIC
Leading dirt shop wants qualified and conscientious person. Contact WHEELSMITH, 18020 Euclid, Fountain Valley, CA 92708. (714) 751-0680. (245/TFN)

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The Great American Motorcycle Shows needs an aggressive, established and reputable Regional representatives to sell booth space, part or full time. Our 1983 schedule will include shows in Fort Worth/Dallas; San Diego; San Francisco; New York City; St. Louis; Chicago; Washington DC; and Detroit. We offer an excellent commission plan and a solid opportunity for a long term working relationship with a new, very motivated and highly recognized company that is creating new thinking in the marketing of motorcycles and accessories. For further information, call or write in confidence to: Glenn S. Smith, Vice-President & Producer, GREAT AMERICAN MEDIA, INC., 1225 E. Balboa Blvd., Newport Beach, CA 92661. (714) 675-0132. (145E)

WANTED:
Motivated young individual for entry level position with large aftermarket manufacturer. Individual must be bright & want a career in the motorcycle industry. Must have a basic knowledge of motorcycles. Please send resume and letter detailing your qualifications to: CYCLE NEWS, Dept. RM, P.O. Box 498, Long Beach, CA 90801. (245/46)

Skilled Motorcycle Mechanic?
The Motorcycle Mechanic Institute has the career for you. Due to tremendous growth, the Institute is adding qualified motorcycle mechanic instructors. Mechanical experience required; instructors training program provided. For personal interview, call or write Arnie Beaman, MOTORCYCLE MECHANICS INSTITUE, 22246 N. 19th Ave., Phoenix, AZ 85027. (800) 528-7995. (244/46E)

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Never used, still in original box. Call for details, (213) 538-4656 after 6 p.m. or anytime weekends. (145/46)

Pleeze buy my 1980 SR500G
Best offer takes my like new Thumper with less than 7000 miles. One look tells all. Only 10 min. from S.F. Valley. (805) 251-8171. (145/46)

1982 CR480R
New Metzelers, maintained weekly, $1299. 1981 CR450, ridden twice, $999. (213) 326-6450 days; (213) 377-8801 eves. (345)

1981 YAMAHA IT465 with fresh engine, White Bros. suspension, Qwiksilver carb, tuned by Yamaha factory mechanic. Outrageously fast. First $1200 gets stickers, spares and bike. Evenings (714) 631-1988. (245/47)

C&J XL250, BETOR, Fox, much more. Runs great, $475 firm. (714) 947-1012. (145)

C&J XR500. FOX FORX, factory shox. 13+" travel. Many extras. $1500 without engine. (805) 963-8954 days. (145)

'82 495 KTM
Excellent condition, $1900 OBO. (805) 393-8544 or 399-7389. (145/46)

FOR SALE: 1979 YAMAHA TT500, excellent condition, extras, $800. (213) 834-6961. (145)

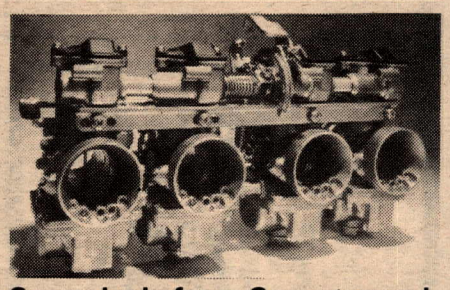
'79 RD400F Daytona Special
Very clean, $1600 OBO. (805) 948-3879. (145/47)

MT 125 Honda
Many wins, proven one of the fastest. $1200. Call Jeff Leggitt (707) 643-0489, leave message. (145/48)

ROYAL ENFIELD INTERCEPTOR, 1970 completely stock, very clean, will deliver, $1650. (201) 493-2527. (145/46E)

Champion Frame '81 RM250
Excellent condition, like new, also new leathers. (209) 931-4723. (145/47E)

Evel Kneivel Fan
Would like to buy posters, photographs, magazine articles. Cash money paid. (504) 872-0942. (145E)

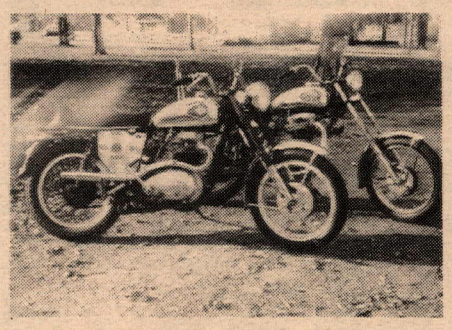


Superdeals from Supertuners!
Mikuni smoothbore carburetors 33mm, $329.95; 29mm, $229.95. Stacks, adapters, filters available. JUST ARRIVED! 4 into 1 Super Trapp exhaust systems $199.95 black; $219.95 chrome. Call for availability. SAME DAY SHIPPING. SUPERTUNERS, 96 Gardiners Avenue, Levittown, NY 11756. (516) 735-5396. Timothy Aldridge. (145 & 47)

1961 BSA SUPER ROCKET A-10: Runs very well. Only needs minor cosmetic detailing. Easy restoration. WALNECK'S, INC., 7923 Janes, Woodridge, IL 60517. (312) 985-4995. (145E)

RARE 1953 VICTORIA-BERGMEISTER V-TWIN 350: 85% complete, engine turns free. Fenders missing. $350. Shipping available. WALNECK'S, INC., 7923 Janes, Woodridge, IL 60517. (312) 985-4995. (145E)

WANTED: DUNLOP SPORTS 350x19 tires. (914) 677-3304, ask for Jay. (145/46E)

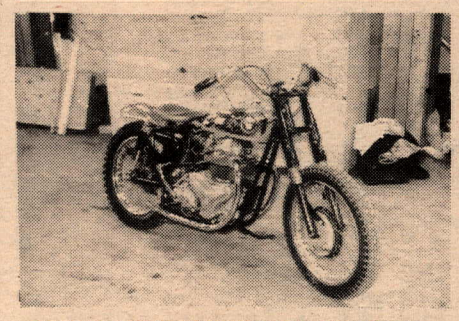


BSA Collection
Two A65's, 1967 and 1969. Ridden weekly. Three engines, one flat track engine, several frames, twin carb heads, fiber tanks, wheels, alternators, many parts. All for $2,000. (502) 554-4507. (145E)

1980 SUZUKI 750: 16 valve motor, less carbs, ignition. $400 B.O. (715) 442-5385. (145E)

Honda CR250R Frame
Complete rolling chassis, perfect condition, all frame parts less engine, Metzeler tires. (601) 892-1566. (345E)

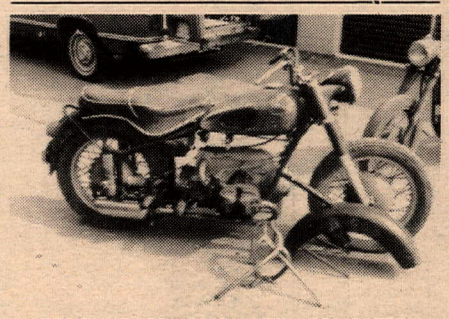
1982 Husky 500CR & Maico 490
Husky $1,675, Maico $1,095. Both used. Call before 5:00 p.m., will help deliver. (414) 684-0237. (345/46E)



1956 BSA "RARE" SPITFIRE SCRAMBLER: Very low mileage. Like new, unrestored. A genuine 'mint' bike. Unusual history. $1,750. Can crate and ship anywhere. WALNECK'S, INC., 7923 Janes Ave., Woodridge, IL 60517. (312) 985-4995. (145E)

1982 495 KTM $1500 OBO
Latest Fox modification, excellent condition. (805) 944-3487. (144/45)

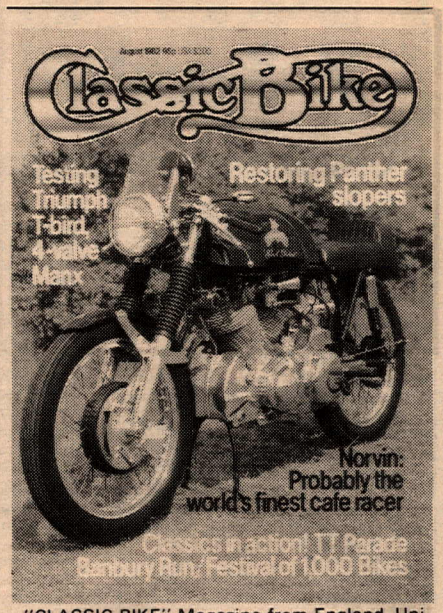
1974 HONDA CR250M, never raced, xInt. condition, $350. 1969 YAMAHA MX250, dinged, runs OK, $175 OBO. (213) 761-3454. (144/45)



1956 ZUNDAPP KS-601: VERY COMPLETE but needs restoration. Engine turns free. $600. Even has cylinder crash bars. WALNECK'S, INC., 7923 Janes, Woodridge, IL 60517. (312) 985-4995. (145E)

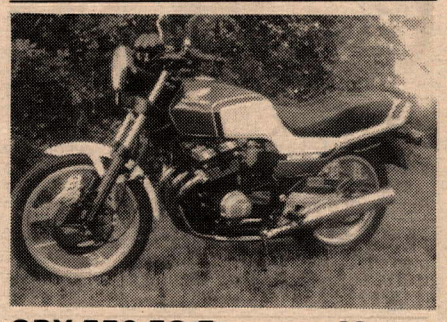
MPS Mixture Control Unit
Change the lean mixture of your GPz1100, you can adjust to a richer mixture by turning a dial. COD, Visa, Mastercard. MOTORCYCLE PERFORMANCE SPECIALTIES, 4861 Kresge Drive, Columbus, OH 43227. (614) 866-3198. (145E)

'77 RD 400DR
Bike has everything including Daytona seat and tail light section. New top-end, S&W street strokers, rearsets, ported top-end, Coffman pipes, new tires and much, much more. Bike is in perfect mechanical condition. This is a fine example of a rare breed. $1400 OBO. Ask for Bill, anytime, (714) 991-4316. (344/45)



"CLASSIC BIKE" Magazine from England. Unique, color photos, road tests, ads. $36/year — monthly. Sample $3. Visa/MC accepted. Over 20 back issues still available. WALNECK'S, INC., 7923 Janes, Woodridge, IL 60517. (312) 985-4995. (145E)

1978 SUZUKI RM400, excellent condition, Curnutts, adult owner, never raced. $600. (213) 842-7269. (144/45)



CBX 550 FC European Model
New, will ship anywhere. Call Stan, (305) 326-1204 days; (305) 434-7562 nights. (344/45E)

Motorcycle Trailer 3 Rail
Large wheels and fenders, excellent condition, must sell. $250. (916) 791-4263. (344/45)

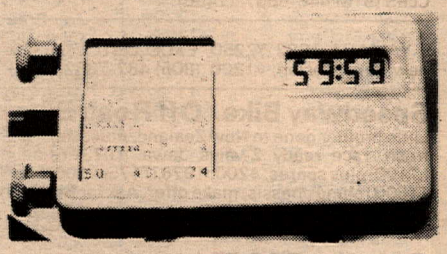
1981 Honda CBX Super Sport
Silver, six cylinder Sport Tourer, adult owned, immaculate condition, 1000 careful miles. $4,000. (814) 944-5108. (344/45E)

'77 Yamaha RD $400
Recovered from theft, complete except for shocks and forks. After 5:00 p.m., Steve (213) 326-6893. (144/47)

Triumph Roadracers
RR seat for the underdogs! Trident, Bonneville, Daytona, '65-'70. Perfect fit, brackets included. Kits available. MOTOPLEX, 21-58th Pl., Long Beach, CA 90803. (213) 438-4107. (145E)

RC Engineering Grand Opening Warehouse Sale! 30-60% Off
Saturday, Nov. 20, 10-4. See Russ Collins ride the new HONDA BATTLESTAR, at 12:00 & 3:00. Huge savings on exhaust systems, Kawasaki Deep Sump Oil pans, electronic ignitions, turbo parts, piston kits, cams, clutch kits, hi-perf. rods, wheelie bars, smoothbore carbs, and much, much more! Call for more info (714) 898-6033. RC ENGINEERING, 5781 Machine Dr., Huntington Beach, CA 92649. VISA/MC/CASH. (244/45)

SAVE $15.00



ENDURO TIMER/COMBO $85. New factory rebuilds, limited quantity. Send $2.00 for 1982 catalog. Dealer inquiries invited. CLAIRMONT CYCLE SUPPLY, 4461 Clairmont Mesa Blvd., San Diego, CA 92117. (714) 272-1162. (244/TFN)

'81 Husky 430 CR
Hardly ridden, bought new Nov. '81, many extras. Excellent condition. Leaving town, $1200 OBO. (213) 596-7858 or (714) 523-3149. (144/45)

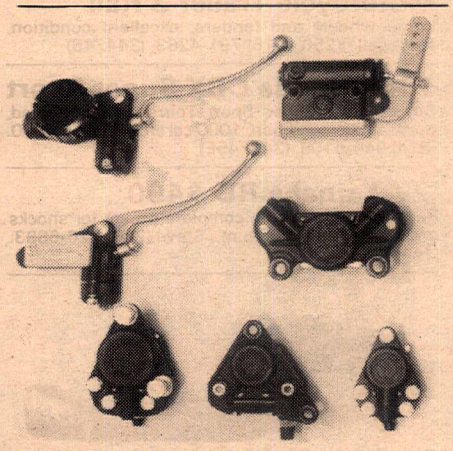
HUSKY 1979 390WR, $745. CALL (213) 961-3787 or (714) 597-5135. (144/45)

1983 Motorcycle Book Catalog:
Ariel to Zundapp. Service manuals, brand histories, racing, etc. 450 titles. $1. HOSKING CYCLE WORKS, RFD #1, Box 136, Accord, NY 12404. (914) 626-4231. (142/43E)

'78 HUSQVARNA 390CR, excellent condition, fast, reliable, must sell, need cash for moving, any offer takes it home. Asking $645. Days (714) 891-2977, evenings (714) 951-0260, ask for Terry. (144/45)

'83 YZ 80K
Race ready kit $119.95 ea. (incl. everything except numbers). Air Box...$69.95 ea. Fork Guards ...$12.95 pr. Louver Side Panels...$18.95 pr. Air Ram front plate...$16.95 ea. Louver Rad. Scoop... $12.95 ea. Plastic numbers with mount screws... $1.00 ea. Specify — white, yellow, red. Add shipping charges...$2.00. FINISH LINE RACING PRODUCTS, 6852 Naomi Ave., Buena Park, CA 90620. (714) 522-3336. (144/45E)

XR750 H-D Frame For Sale
1975 chrome plated frame. Good condition. Call after 2:30 CST. (319) 263-8850 or (319) 263-5929. (144/45E)



GRIMECA BRAKE COMPONENTS
Complete line in stock. Kits available. STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (805) 654-8816. (230/33E)

Sam McDonald's TZ250
Mag wheels, power valve bearings, Lectron carbs, modified monoshocks, Lockheed front brake, complete set of gearing, spares, completely rebuilt and ready for Daytona. Can ship. Call K&N MOTORCYCLES, (918) 446-6657. (245E)

'82 RM125Z $995 OBO
Ported, new engine, fresh, race ready. Must sell, excellent condition. (714) 526-3943 or 879-2343. (145)

Sam McDonald's '77 XR750
Lawwill cams, completely rebuilt, extra wheels & gearing, $4000. Can ship. Call K&N MOTORCYCLES (916) 446-6657. (145E)

YAMAHA 1982 YZ250, EXCELLENT condition, new transmission, $1200. (805) 482-7382. (145)

Speedway Bike/Off Road Bikes
Little brother gone to New Zealand, must sell. Fast, fresh, race ready 2-valve Jawa. 1973 Yamaha LT100, plus spares, $200. 1978 IT175, $400. 1978 TT500 rolling chassis, make offer. Ask for Bill (714) 636-7849. (345)

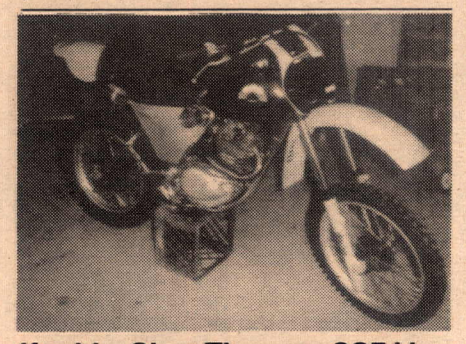
Can-Am 500 Thumper * Seca 550
1982 Sonic, 1981 Yamaha, both excellently maintained, low miles, with extras, $1650 each. (714) 780-9393. (144)

PRO TRAC TRAILER, 16 ft., dual axle, electric brakes, chrome wheels, bench, side door, nearly new, $2500. (805) 482-7382. (345)

'82 Suzuki RM250Z
Clean, good tires, alum. silencer, reeds, well maintained, $1150. Looks new. (714) 523-7676, after 5 p.m., La Mirada. (145)

** 1982 Honda CR250R **
White Power spring, shock revalve, Metzelers, new front rim, Safety Ceet, runs great, handles great. $1325 firm. (714) 963-5328. (145/46)

1976 KTM 250, FAST AND reliable. Excellent condition, extras, $495 OBO. (213) 359-0171. (145/46)



Knobby Shop Thumper 235 Lbs.
Simons forks, Ohlin shocks, 398cc motor has every trick part made. $3500 invested, $995 or best. Call me and make an offer. (619) 276-7990. (145/46)

Trade Sale
Fast 1977 250 Yamaha Champion frame, professional equipment, Ceriani, Bill's pipe, trade for good speedway bike. (209) 867-3619. (345/46E)

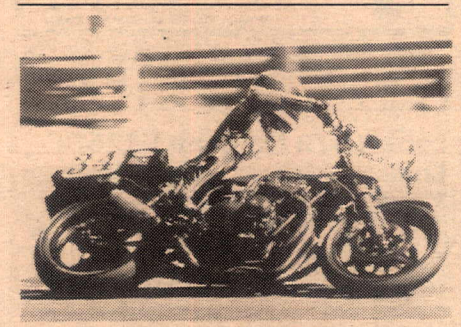
Yamaha '82 IT465
300 miles new, too fast! $1495 or offer. (213) 375-8437. (345)

Fight Radar Speeding Tickets
With the Police Traffic Radar Report. This little known report analyses the fallibility of police radar. Potential verdict: case dismissed. Reason: unreliable evidence. Send $45 (8½x11) or $35 (pocketsize) for shipping and handling to: "RADAR FIGHTER," Dept. CNW, P.O. BOx 2773, Glen Ellyn, IL 60137. (145E)

MT 125R Water Cooled
Wide rims, hydraulic brake, many spares including crank plus all original part, $1050. Denver, call (303) 744-3995, ask for Dave. (345/47)

'76 TT 500
Good dependable. Pipe, carb, air caps, 2 tanks, $450. Jeff, (213) 376-6907, eves. (213) 379-9345. (345/46)

1978 KZ 200
Discs, 5 speed, 18,000 miles, fine condition, very dependable, $500 OBO. (213) 925-8925. (345/46)



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Let the team that built Wes Cooley's two AMA Championship Superbikes put their magic to work for you. All four-stroke makes. Thumpers and ATVs welcome. YOSHIMURA R&D OF AMERICA, 4555 Carter St., Chino, CA. (714) 628-4622. Visa and MasterCard. (145)

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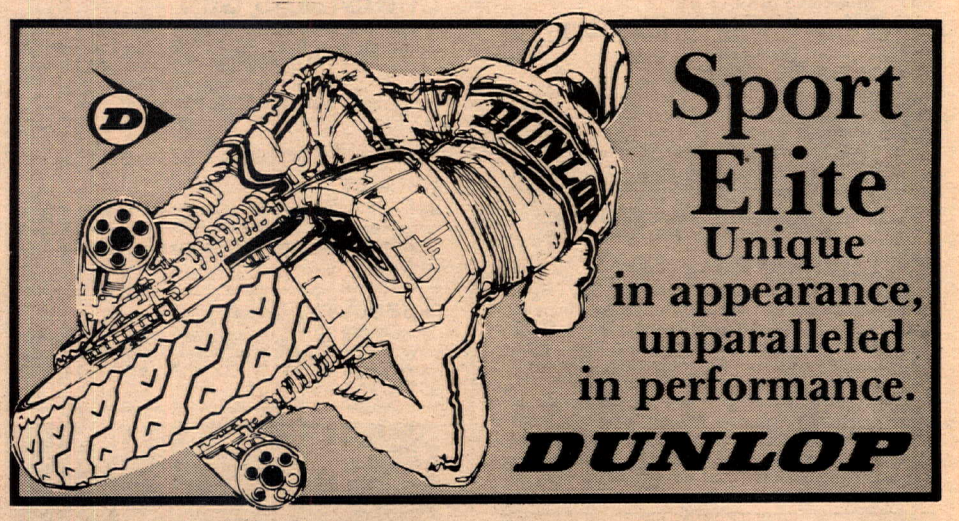
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1982 Yamaha YZ250J
Not much time on bike at all, must see, $1300. (714) 637-6431. (345)

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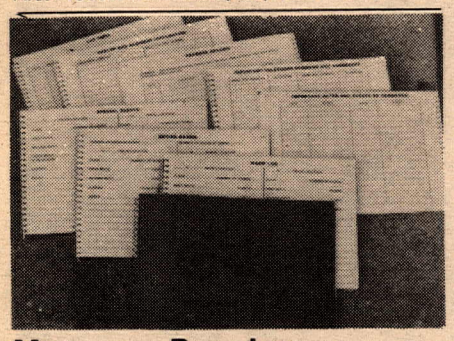
E.B.C. has Elites, Fox Shox, taper roller bearings. First $1900 takes it. Louie (408) 462-0748. (345/46)



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88 pages for your entire racing records. $3.75. $1.00 handling. F.B.F. ENT., P.O. Box 3193, N. Hollywood, Calif. 91609-0193. Cal res. + 6% tax. (213) 764-8646. (121/26E)

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Ready for the road. '74 Chevy 1-ton box, 350 Target motor, 400 trans and built convertor, 6 new Michelin radial tires, new front & rear springs, 4 new Magnum shocks, headers & dual exhaust. A/C, P.S., P.B., dual batteries, roof A/C plus 110v generator. Fully self-contained, stove, refrigerator, sink, toilet, 8 speaker stereo, 8 track, TV antenna, CB, hot water heater, work bench & vise, 2 bunks, shower, holds 2 bikes. New brakes, starter, solenoid, water pump, belts, hoses, spark plugs, etc. Roof rack & seal storage. $6950. (213) 931-1481 days, (213) 651-5666 eves. (334)

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Chassis with glass. Features unique set-up. Call Rob Morrison after 7 p.m. (PST) (714) 989-7233. (34/47)

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'82 Yam YZ125J/'81 YZ80H
Both in excellent condition, well maintained, $700 & $325 OBO. (805) 482-3386 or 482-3935. (345)

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Used, but half the new price, $60. Jim Bowman (213) 433-4645. (541/44)

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Engine by Engine Dynamics, oil cooler, right hand shift, Grimeca brakes, Fox Shox, Betor air forks, Kosman wheels, no races since rebuilt. $3,200. (918) 387-2802. (144E)

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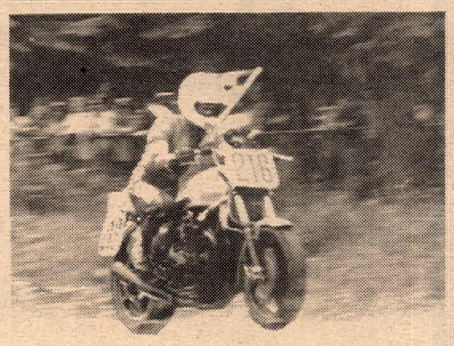

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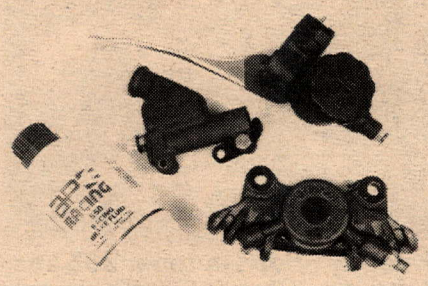

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Koni shocks, racing tires, $300 OBO. (2) 80/90 X 18 French Dunlop K81's, new, $75 pair. 38mm YZ250 forks, $75 pair. (213) 320-0689 after 6. (145/46)

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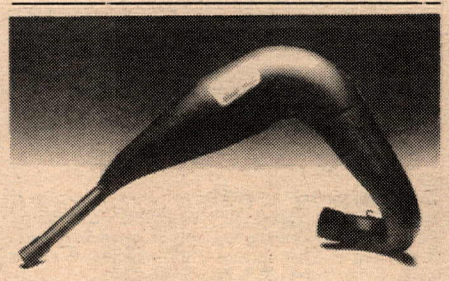

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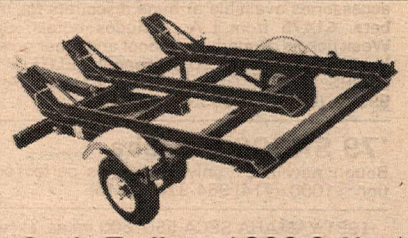

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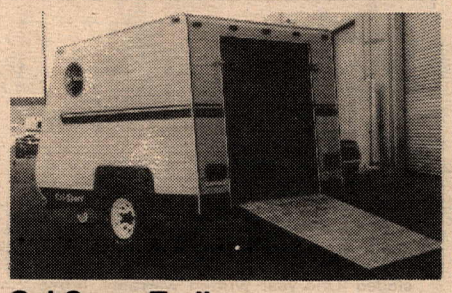

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12' long & up. Ramp door, windows, vent. Great for bikes, race cars, utility. Custom orders. Now available at LASSEN CAMPERS MFG., 3678 Charlanne Dr., Redding, CA 96002. (916) 222-5593. (220/23)

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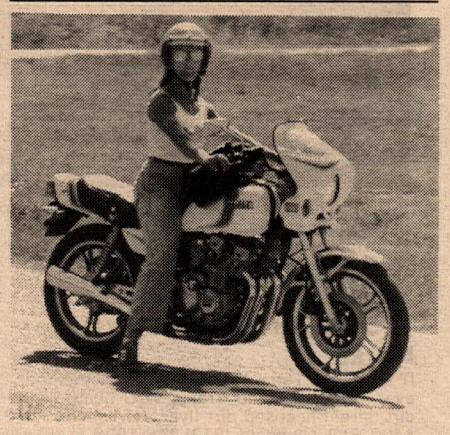

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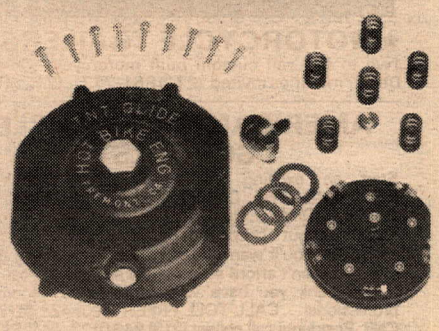

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Call direct HOT BIKE ENGINEERING (415) 656-8275 or 657-3864. We ship UPS/COD. (244/TFN)

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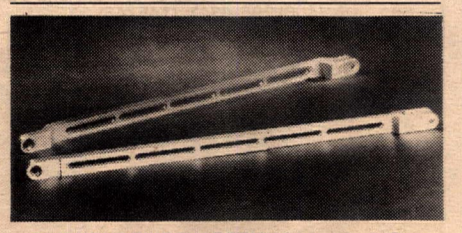

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IT front with Terry, Works rear, stock motor at 1st over, K&N's, ProTec, Trapp, VDO head, 50 MPG dirt, street licensed dirt flyer, refreshed mid '82, $400. Phil, Glendale, (213) 246-1990. (145/46)

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82 Honda 1100, used, $8,500. 82 Laverda Jota, used, $6,000. 82 Ducati Hailwood Replica, used, $6,500. 82 Moto Guzzi LeMans 1000, used, $3,200. 82 TZ250J, full spares, Dymags, new spare Goodyears, $5,000, used. All bikes as new. Scott Settino, days, (617) 843-0610. (344/45E)

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1982 Yamaha 490, 1982 Honda XL500, 1981 Kawasaki GPz550, 1980 Yamaha 500, Roberts, Axtel, Grimeca, Barnes, Ceriani, $1500 each. 1982 Ford Van $6800. Many goodies. Call anytime (714) 493-0727. (142/45)

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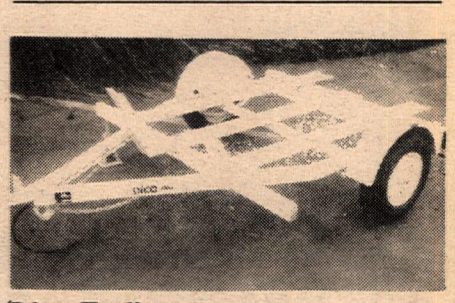

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Cycle Jet-Ski ATC Buggy. auto, new! Enclosed 12 to 28 foot trailer, finest quality and design. Huge trailer and off road center. Open 7 days, Anaheim. (714) 956-2950. El Cajon (714) 449-8282. (223/26)

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Excellent condition, has all the TRICKS! Call Larry at DG Performance for all the details. (714) 630-5471 or 960-0201 after 5 p.m. (237/TFN)

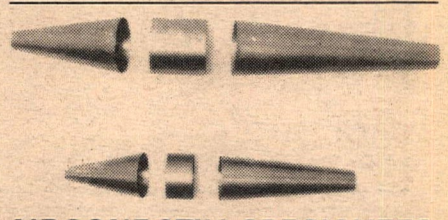

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Photo..... $4 extra
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(One photo per Ad)

COMMERCIAL AND HELP WANTED
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Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

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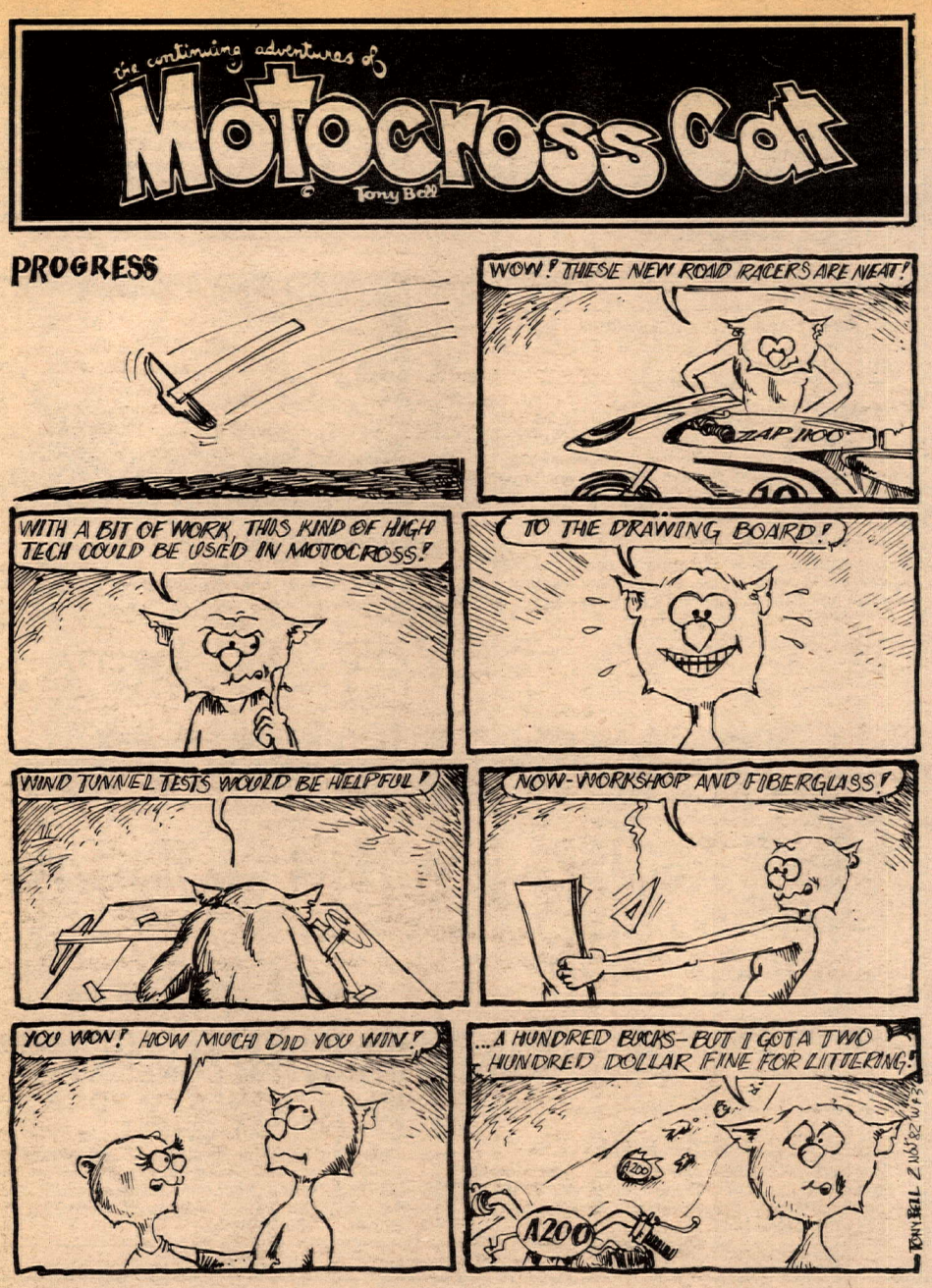
Area Code/Phone No.



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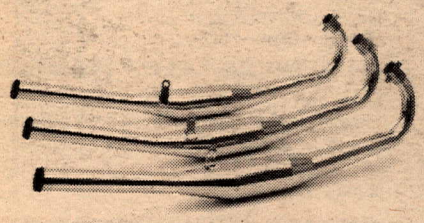

Black $169.95
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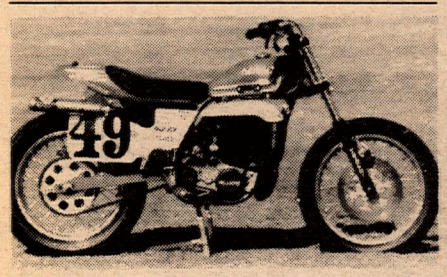
All years, all models. Call direct, HOT BIKE ENGINEERING (415) 656-8275 or 657-3864. We ship UPS/COD. (244/TFN)

Clean 1982 YZ125J
Best price around, fresh motor, new tires, looks like new, ridden only 6 months by Vet. $795. (714) 797-0766. (343/46)



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210 lbs./58 HP 490 Knight Maico. Proven 1982 National TT and half-mile junior main event bike. Call for photos, race results, dyno charts, spares list. $3500. (714) 635-6549. (443/46E)

(2) Yamahas IT400/MX125
1977 400 IT, 3000 miles, $700. Also 1974 Yamaha MX125, $300 or FATHER and SON SPECIAL if purchased together, $800. (714) 559-0370 anytime. (342/45)

TNT 175 Road Racer
Race ready Can-Am 175 AFM Champ two years. DH CYCLES, (209) 524-1432. (244/45)

Lots of bikes for sale cheap!
'79 TT500 with pipe, $800, or $1100 with Simons, Works, YZ465 brake. '81 YZ80 fresh motor $350. '82 YZ80 almost new. Alum silencer, $600. '82 RM125 Roost factory porting, clutch, alum. silencer, $850. '81 Maico 490. Miluni, Answer s/a, $1100. Must sell. West S.F. Bay area. (415) 368-3460 Wes. (143/45)

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+ boots & shoe. 5'8", 140 lbs. $325 OBO. Charlie Morse (213) 428-5675. (445)

(4) 250 KTM's Cheap!
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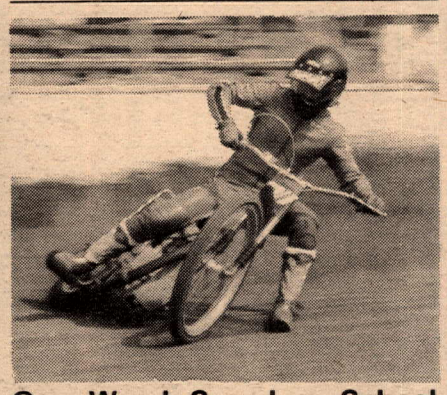
3 rides, extras, Metzeler, $1075. (714) 866-7625 or 585-4742. (343/46)



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2 time U.S. Open Champ Gene Woods is giving private lessons on a private track. Call for details and times (714) 966-3011. (144/45)

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4 months old, low mileage, loaded, best offer. (714) 866-7625 or 585-4742. (343/46)

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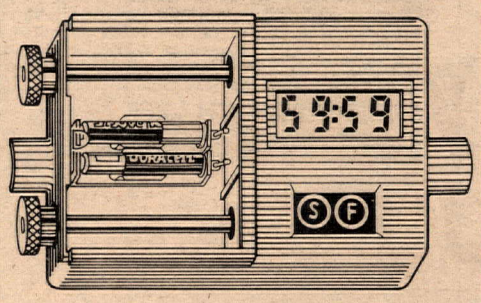

THE COMBO $99.95, clock only $89.95. Colored Roll chart holders, $19.95. Shipping included. COUNT DOWN, 22102 Covello, Canoga Park, CA 91303. (213) 348-8381. (243/TFN/E)

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1 Godden with 2 wins, 1 center port Jawa long stroke, one of only six in the U.S. Best of everything, both bikes have too many extras to list. Call for more info, Gene Woods (714) 966-3011. (144/45)

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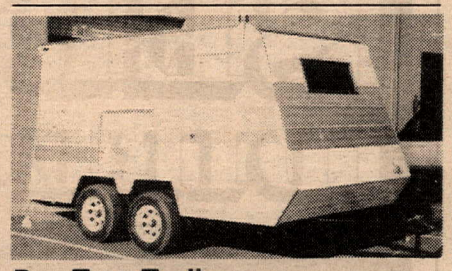

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Cycle News Products Order Form

Fill in the Visa/Master Charge blank or send check or money order to:
P.O. Box 498, Long Beach, CA 90801-0498

Name _____
Address _____
City _____ State _____ Zip _____
Credit Card Number _____
Card Exp. Date _____

Below, indicate amount of products and circle the size. Above, print your name, address and credit card number.

- ☐ Cycle News Vest $27.95 M XL
- ☐ MX Cat Comic Book .75
- ☐ New MX Cat T-Shirt $7.95 S M L XL
- ☐ Cycle News East T-Shirt $6.95 S M L XL
- ☐ Cycle News West T-Shirt $6.95 S M L XL
- ☐ Cycle News Joggers $5.95 XS
- ☐ Cycle News Binders $14.95 ea.
- ☐ Cycle News Patch $1.50 2" x 4"

CREDIT CARD LIMIT MINIMUM $5.00 PLUS .50 Postage and Handling

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Bumper Banners

- ☐ "We Don't Care How The Hell They Do It In California .50 3"x12"
- ☐ Motorcycle Nut Sticker $1.50 6½"x6" large

Product Order Subtotal _____
+6% Tax (CA res. only, Los Angeles Co. res. +6½%) _____
Product Order Grand Total _____

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL (together with any other charges due thereon) subject to and in accordance with the agreement governing the use of such card.

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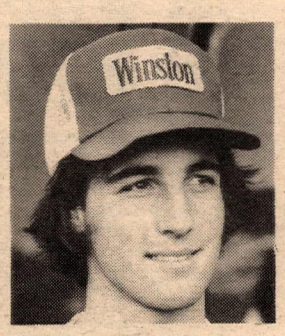
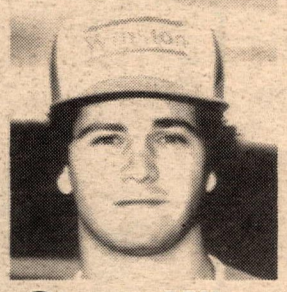
Champions of 1982:



Ricky Graham
Grand National Champion
(winner of $35,000
from Winston point fund)

Tex Peel
AMA Winston Pro Series
Tuner of the Year



Steve Wise
AMA Winston Pro Series
Rookie of the Year

MOTOR HARLEY-DAVIDSON CYCLES

Harley-Davidson Motor Co.
Manufacturer of the Year

On behalf of motorcycle racing fans everywhere, R.J. Reynolds Tobacco Company and the American Motorcyclist Association would like to say thanks to all of the racers and tuners who gave us the memories of a record-breaking 1982 season.

In 1983, AMA's top Grand National riders will be racing for $175,000 in Camel Pro Series point fund awards as the R.J. Reynolds Tobacco Company's legendary Camel brand resumes sponsorship of the Pro Series.

Good luck on the 1983 Camel Pro Series. . .we'll see you at the races!

AMA
AMERICAN MOTORCYCLIST ASSOCIATION

Winston Pro Series

CAMEL PRO